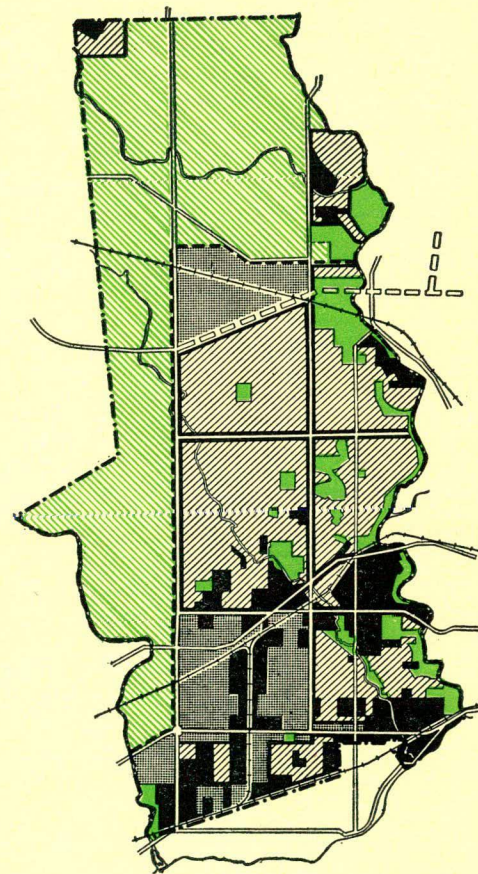


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PLAN FOR ETOBICOKE



PREPARED BY E. G. FALUDI
TOWN PLANNING CONSULTANTS LIMITED

FOR THE ETOBICOKE PLANNING BOARD

TOWNSHIP OF ETOBICOKE

REEVE

C. M. SINCLAIR

DEPUTY REEVE

A. BISSETT

COUNCILLORS

G. C. MAINPRIZE

C. WARDLAW

B. LEWIS

S. BARRATT
Clerk

S. W. ECKERSLEY
Dep. Clerk

W. B. CLAYTON
Assessor

S. GARDHOUSE
Assessor

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PLANNING BOARD

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E. G. FALUDI

Planning Consultant
for Town Planning Consultants Limited

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of Town Planning Consultants Limited

D. F. McCARTHY

GRETTE EKMAN

BETTY COOK

S. ANDRACHUK

J. SEPEJAK

A PLAN FOR ETOBICOKE

Canada Mortgage and Housing Corporation
Société canadienne d'hypothèques et de logement

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CONTENTS

Canadian Housing Information Centre
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l'habitation

ILLUSTRATIONS

	Page		Page
1. Duties and Authority of the Planning Board - - -	2	1. Etobicoke and the Metropolitan Area of Toronto - -	3
2. A Plan for Etobicoke - - - - -	3	2. Etobicoke — 1878 - - - - -	4
3. From Early Settlement to Urban Municipality - - -	4	3. Built-up Area of Toronto and Surrounding Municipalities	5
4. The People - - - - -	6	4. Population Increase and Forecast - - - - -	6
5. Economic Base - - - - -	8	5. Population Distribution - - - - -	7
6. The Land - - - - -	9	6. Spheres of Influence - - - - -	9
7. Major Street System - - - - -	12	7. Land Use - - - - -	10
8. A 30-Year Program for Development - - - - -	14	8. Major Streets and Highways - - - - -	12
9. Implementation of the Master Plan - - - - -	19	9. Urban Development Area and Farm Zone - - - -	14
		10. Present and Proposed Water and Sewer Service Areas -	15
		11. Present and Future Residential Development - - -	16
		12. Present and Future Industrial Areas - - - - -	17
		13. Future Neighbourhood Community Pattern of Etobicoke	18
		14. Etobicoke and the Greater Metropolitan Area - - -	19

DUTIES AND AUTHORITY OF THE PLANNING BOARD

BY-LAW No. 6963

(Enacted and passed in Council the 15th day of November, 1946.)

. "2. That the duties of the Township Board shall be to carry out the duties imposed by The Planning and Development Act, 1946, Statute of Ontario, and to work in conjunction with the City of Toronto Planning Board, and to keep The Municipal Council of the Corporation of the Township of Etobicoke at all times informed of Plans and Developments taking place in the Municipality."

THE PLANNING ACT, 1946

. "Section 7 — The Planning Board shall investigate and survey the physical, social, and economic conditions in relation to the development of the planning area and perform such other duties of a planning nature as may be referred to it by the council, and without limiting the generality of the foregoing it shall,"

- (a) "prepare maps, drawings, texts, statistical information and all other material necessary for the study, explanation and solution of problems or matters affecting the development of the planning area;"

- (b) "hold public meetings and publish information for the purpose of obtaining the participation and co-operation of the inhabitants of the planning area in determining the solution of problems or matters affecting the development of the planning area;"

- (c) "consult with any local board having jurisdiction within the planning area;"

- (d) "prepare a plan of the planning area and recommend it to the council for adoption;"

- (e) "recommend from time to time to the council the implementation of any of the features of the official plan."

. "Section 8 — (1) The Plan as finally prepared and recommended by the planning board shall be submitted to the council."

(2) "THE COUNCIL MAY ADOPT THE PLAN BY A VOTE OF THE MAJORITY OF ALL THE MEMBERS."

A PLAN FOR ETOBICOKE

THE TOWNSHIP of to-day is made up of fertile farmland, fine residential neighbourhoods, expanding modern developments, long strings of dwellings along highways, mushrooming subdivisions, gravel pits, gullied ravines, idle fields, shack settlements and a series of beautiful golf courses.

The notes written in 1793 by Abraham Iredell, Assistant Deputy Surveyor of the Crown Land Department are as true now as when they were first jotted down: "The shape of the Township it is impossible to define and it is difficult to comprehend the divisions into concessions".

While Etobicoke is an autonomous and independent municipality, its population growth, and social and economic status depend almost entirely on the momentum behind the growth of Metropolitan Toronto.

The advantage of possessing large acreages of land suitable for residential and industrial development, places Etobicoke in a prominent position within the expanding metropolitan area.

What will Etobicoke be like tomorrow?

There can be little doubt that it will change. The steady influx of people will bring about new homes, stores, churches, schools and public buildings and utilities. There is every indication that new industries and businesses will locate in Etobicoke, and these will demand new uses for the farm land.

Change will take place whether we want it or not, and only by acting now can we direct the manner in which it will occur, and thus mould the community into a good place to live.

The time to act is to-day. Tomorrow there will be less land to develop — the day after tomorrow, still less.

The Plan is ready now.

It indicates where urban development should stop and how far green farmland should extend.

Land is designated within the urban areas for industries which will be separated from future neighbourhood communities by natural buffers of green open spaces.

Sites are set apart for shopping centres, schools, parks and playgrounds.

The Humber River, Mimico Creek and the parks along their banks are designed for recreation.

A program for public works for roads, sewer system and water supply, is prepared to serve the residential and industrial growth.

Control and conservation measures, such as zoning, will be the most important instruments in guiding the development of Etobicoke. They will establish the use to which land may be put and will benefit new residential areas as well as those which are already controlled by special by-laws. They will regulate the density of population and

of buildings, thereby preventing undesirable development and the decline of land values.

Each step in planning the future of Etobicoke has been reckoned in terms of human use, convenience and happiness. Social facts were taken into consideration; and the technical solutions were made subservient to the social needs of the present and anticipated population.

The Plan sees Etobicoke as being closely woven into the pattern of the Metropolitan Area of Toronto.

Implementation will be the work of both private enterprise and public agencies. The former has already done much in developing the township, but it will be able to work with even greater success within a plan in which public agencies also participate.

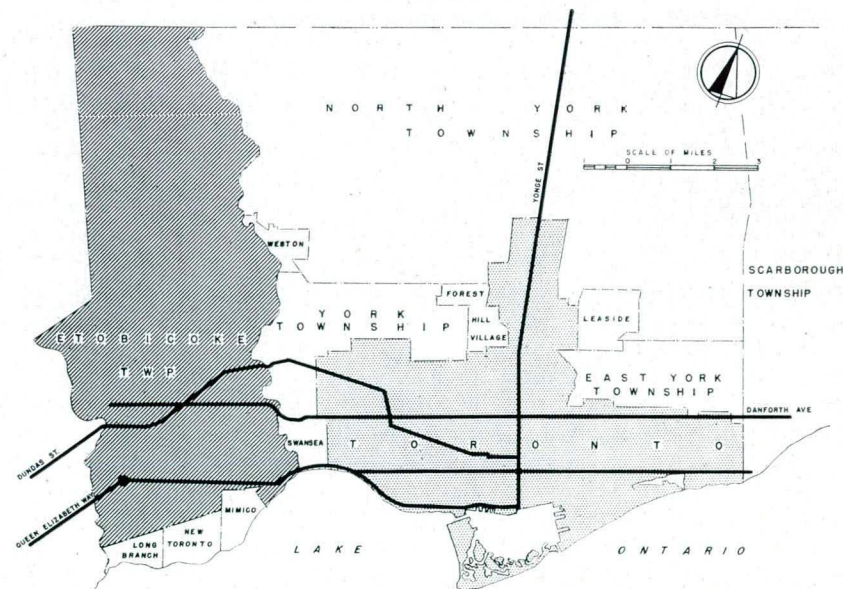
In the brief span of a generation, we have seen the building of the Bloor Street bridge, the growth of residential developments, around the Old Mill, the Kingsway and St. George's Manor, and the spreading of thriving factories along the railways and the Queen Elizabeth Way.

But all this is not enough, there is much more to be done.

No Township Council will be inclined to take action unless it is convinced that a reasonable majority of the people are in favour of it.

To bring the Plan to fulfillment will require concerted effort on the part of every citizen.

Only this will create the Etobicoke we want.



1. Etobicoke is an autonomous and independent Municipality within the Metropolitan Area of Toronto.

FROM EARLY SETTLEMENT TO URBAN MUNICIPALITY

The past development of Etobicoke falls into five stages:

1 — THE AGE OF RIVER TRAVEL: 1690–1780

During this first stage, the Humber River area was one of the main crossroads to Georgian Bay and the west, and the eastward passage to the Ottawa River and Montreal. The first settlement on this route, as on all trade and travel routes, was commercial. A French fur trading post was located two miles from the mouth of the Humber during the years 1720 to 1730. With the developing importance of lake transportation, a second trading post was established at the mouth of the river and remained in business until 1780.

When the increasing demand for cleared land brought about a scarcity of fur bearing animals, the trading posts which had once been centres of activity, were forced to move farther back to the hinterland. They were finally abandoned, sharing the fate of all commercial developments which do not foresee the need for alternative resources.

2 — EARLY SETTLEMENT: 1780–1840

Political events, with their national and international implications, were basic factors in prompting the developments during this period. United Empire Loyalists who left the American colonies after the Revolution of 1776, and the discharged soldiers of the Revolutionary War, were the first settlers to receive free land grants.

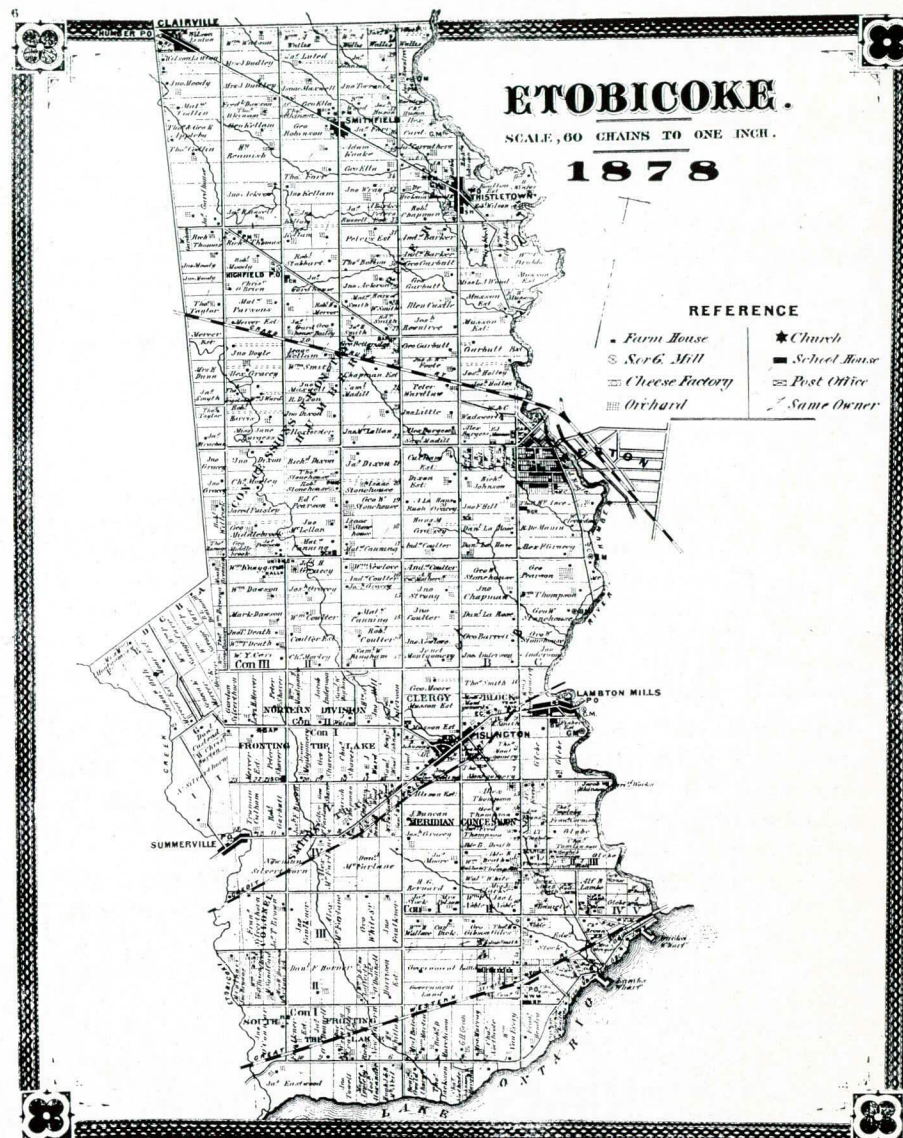
The surrender of all French interest to the British in 1763 caused a reversion of the French semi-nomadic existence which was largely dependant on the fur trade. The trend was now towards colonization by the English. The settlers became interested in agriculture and regarded the forests as their natural enemy. Land was quickly cleared and crops planted. Grist mills, built at water power sites, overcame the need to import flour. At first imported grain was used, soon however to be replaced by native wheat and corn. As agricultural development spread over the township, the surplus flour was exported. The total volume of trade in some years was as high as 84,000 barrels of flour and one-half million feet of lumber.

A period of transition from lumbering to agriculture continued until 1840. The progressive exhaustion of timber resources accelerated up the development of agriculture.

During the years 1825 to 1833 immigrants continued to arrive from England, Ireland and Scotland, attracted no doubt by the free land grants. Later, only officers and discharged soldiers received these grants.

An official memorandum of 1821 describes the area as a taxpayer's paradise. However, after settlement increased, bringing with it roadbuilding, and the establishment of schools and other public services, conditions were changed. A later statement in 1847 finds it unbelievable that taxes were previously so low.

The growth of Toronto and the economic and social changes resulting



2. From Illustrated Atlas of York County — 1878 . . . "According to the census of 1871 the township contains 29,540 acres and a population of 2,985. It is regarded as one of the best agricultural areas in the province. . . The southern portion of it is well adapted for fruit growing; the northern excels for grain . . . The industries of the township are: The Etobicoke Agricultural Works on the Humber near Lambton Mills. There are also flouring mills and saw mills. A large quantity of milk is daily furnished to the city by Etobicoke . . . Number of Voters in 1878: owners — 388; tenants — 269; farmer's sons — 33; Total — 690."

from land settlement, increased east-west travel. The Humber river now became a liability, acting as a barrier to transportation and communication, hindering urban expansion in areas west of it. The first means of crossing the river was a wooden viaduct supporting a plank roadway; and later a ferry, but maintenance was expensive and tolls exorbitant.

3 — THE AGE OF RAILWAY DEVELOPMENT: 1840–1911

Industry had formerly depended on the power resources of the Humber, but now the mobility of the steam power unit permitted it to go where other production factors, such as raw materials and labour, were cheapest. Land transportation and export trade assumed increasing importance. Inevitably, industry began to shift to Toronto where superior harbour facilities and convenient access to the markets were to be found.

The development of steam power brought in its wake railways and steamships. The years 1850 to 1860 saw the first railways. In 1855 The Great Western Railway built a 1,500 foot viaduct across the Humber and further helped to break down the enforced isolation to the west. After 1882 a series of general purpose bridges was built; and 1913 saw the construction of a steel bridge with two spans and four railway tracks.

The population during this period remained almost stable. In 1850 it was 2,904; in 1871, 2,985; and in 1881, 2,976. In 1881 there were 254 land owners and 425 tenants.

By 1881, all sections of the township were cleared and settled. The total area was 28,527 acres, of which 24,801 were improved: 19,435 acres were in field crops; 4,319 acres in pasture; and 1,047 were in gardens and orchards. These latter were mainly in the south-east corner of the township and readily accessible to the Toronto market.

In 1885 first class land sold for \$80. an acre, and second class for \$60.

With the stripping of the forests, surging spring freshets became a hazard to mill locations in Etobicoke. This, coupled with the important developments of railway transportation, steamships and increasingly significant lake settlements, encouraged the removal of the mills to Toronto.

However, during the early part of this era — from 1835 to 1854, sawmills, flour mills, wool carding and fulling mills were operating at various points on the Humber. The flour mills faced an additional threat of elimination, in common with all mills of Canada, as a result of England's change of tariff policy from colonial preference to the adoption of free trade.

In 1850 the Township was incorporated under the general provisions of the Municipal Government Act of 1849. Until that time most government duties were in the hands of the justices of the peace who held courts of quarter sessions. They generally acted as the administrative officials for the governors and appointed toll keepers, fence viewers and other minor officials.

By 1850, seven schools had been built, but only one of these was a free school. Boys constituted two-thirds of the enrolment. The number of schools had increased to ten by 1855.

4 — THE AGE OF RESIDENTIAL DEVELOPMENT: 1911–1939

In the fourth stage, a new factor was emerging in the corporate life of Etobicoke, inherent in the urban expansion of Toronto.

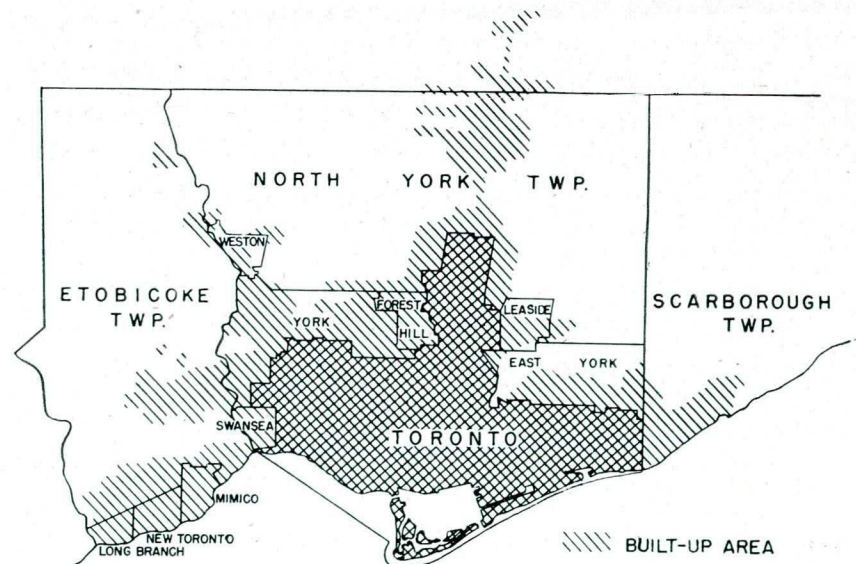
From 1883 to 1914 the metropolitan area of Toronto had been developing to the north-west; but from 1920 on, the building of transit thoroughfares changed the momentum of the growth to the south-west. Satellite communities sprang up to absorb population which could no longer be accommodated within the built up areas of Toronto. The increase of population gave rise to unpreventable migration to the surrounding municipalities. The exodus of this surplus from Toronto to Etobicoke gave impetus to the building of new residential developments.

5 — INDUSTRIAL AGE: 1939–1945

The war years and the pressing need for rapid industrial expansion brought even greater changes to the life of the township. Toronto could offer neither the industrial sites, nor the good traffic routes needed by industry within its built up areas. Suburbs like Etobicoke were in a position to offer these advantages, and soon became the locale for a number of new industries. Also, residential land to house the workers was close at hand.

Both light and heavy industry was established in Etobicoke during the six-year period from 1939 to 1945. Over 893 acres are now in use, and additional industrial acreage has been purchased.

In 1945 the area of the township was 27,312 acres, of which almost 10,000 were urbanized. The total population was 21,402, of which 89% was urban.



3. "Toronto is almost completely built up within its limits. Suburban areas like Etobicoke are developing, having the advantage of serviceable vacant land at convenient travelling distance from the city".

THE PEOPLE

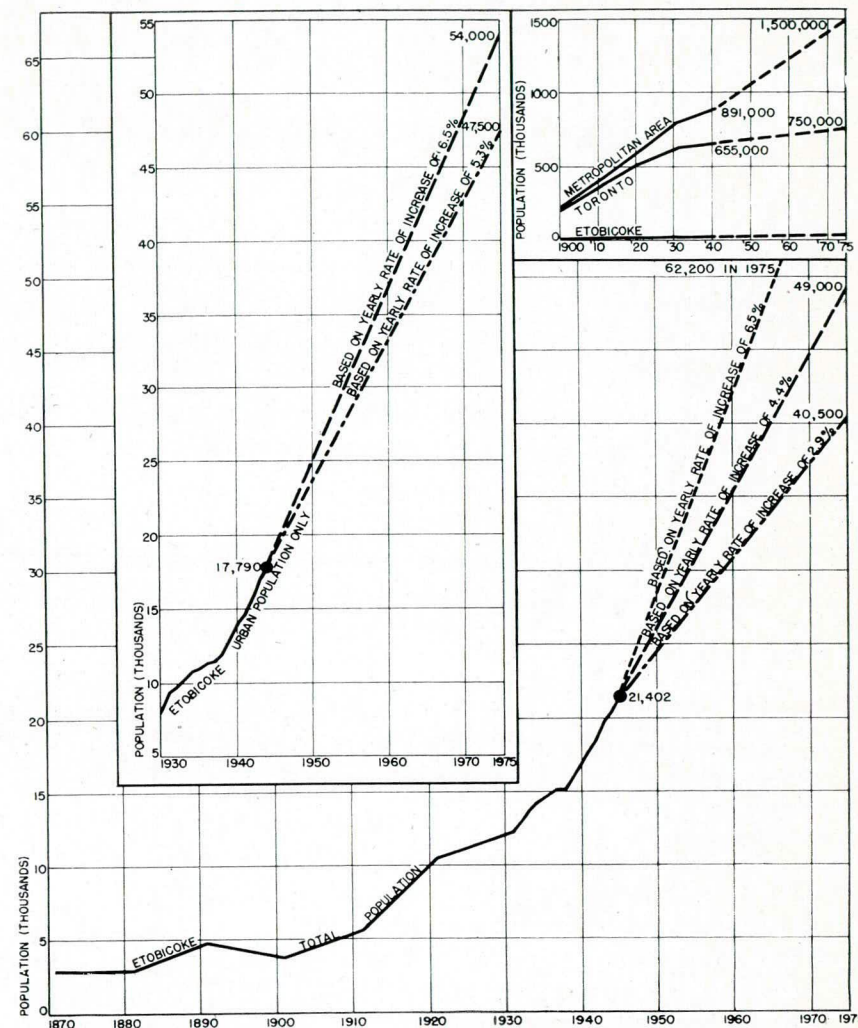
OVER a span of 40 years the population of Etobicoke has slowly grown from 2,985 in 1871 to 5,507 in 1911. In contrast to this is the rapid increase from 1911 to 1945, when the population grew to 21,402. This growth is closely associated with the exodus of the people from the city to the suburbs.

The rate of growth in adjoining municipalities between 1901-1941, was considerably greater than the rate of growth in the city. In 1901, the population of the adjacent municipalities was 11.4% of the total in the metropolitan area, 232,300, while in 1941, the population of these municipalities was 26.5% of the total, 891,700, in the metropolitan area. The population within the city limits has increased 218% between 1901 and 1941, but in the adjacent municipalities the increase was 790%. From 1931-1944, Toronto's population increased 4.55% while that of the suburban area increased 32.57%.

How much of this total population increase in adjacent municipalities went to Etobicoke? The recorded total increase in population of 4 municipalities between 1900-1911 was 5,162. Of this, 36.09% moved to Etobicoke. The total population increase of 7 municipalities incorporated between 1910-1920 was 43,452; of this 4.18% was absorbed by Etobicoke. From 1920-1930 the total recorded population increase of 11 municipalities was 67,554; 4,995 or 7.4% of this total went to Etobicoke. By 1930, 12 municipalities were incorporated; the total population increase of these municipalities for the decade 1930-1940 was 57,661; 4,651 or 8.1% settled in Etobicoke.

The periods of greatest population increase in Etobicoke were 1881-1891, 1911-1921, and 1931-1941. In every case population increase corresponds with some improvement arising, either from the expansion of Toronto, or from improvement of transportation.

In the first period, the population doubled as a result of the accelerated road, bridge and railway building. With distance no longer a barrier to development, and with the bridging of the Humber River on Dundas Street, an influx of population from Toronto began. From 1911-1921, the population increased 89%. This was a period of extended residential development



4. Population increase and forecast. It is assumed that in the 30 year period, not more than 32% of the total metropolitan population increase can be absorbed within the boundaries of the City of Toronto. Of this total increase estimated at 140,000 per decade, it is assumed that 9-10% or about 13,000-14,000 can be expected to settle in Etobicoke. By the end of the planning period, that is 1975, the population will have increased from 21,000 to about 60,000.

resulting from the advent of the automobile, and the building up of Toronto. The population of 1941 over 1931, again showed a substantial increase; this was a period of low increase for Toronto, (4.5%). While economic depression, a much lower birth rate, and absence of any metropolitan im-

migration from foreign countries, contributed to the slowing down of the city's population growth, Etobicoke experienced a 44% increase in population between 1931-1941.

The curve of yearly population growth between 1931 and 1945, shows a steady but gradual increase up to 1938 with a sharper incline to 1945—with the exception of 1944, when the rate of increase fell to 3.9%.

It is interesting to notice that, although the increase was slow during the depression years, it was steady and continuous. The sharp incline of the past 7 years is partly accounted for by war conditions, which brought new workers to Etobicoke.

The sources of population increase in Etobicoke are: natural increase, and immigration, either from nearby areas or from overseas.

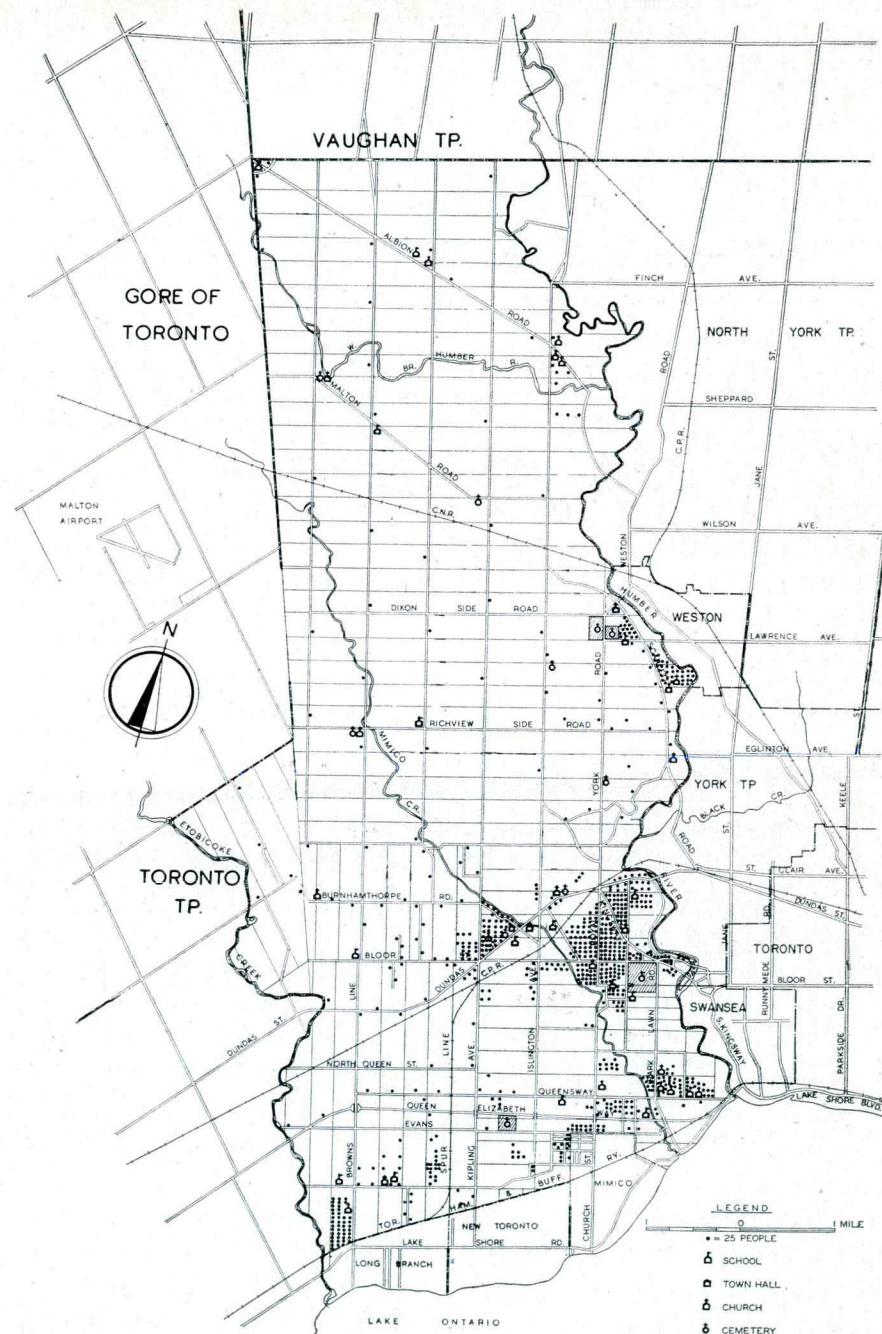
Over a ten year period between 1935-1944, the total natural increase was 619, or an average of 61.9 per year. It is apparent that the population of the township is not primarily dependent on natural increase.

Between 1935-1944, both from natural increase and immigration, the net population increase was 6,241; of this 5,622, or 90% was due to immigration.

The trends in urban and rural population from 1930 to 1944, and the annual per cent increase or decrease from both urban and rural populations, are of particular importance.

As late as 1930, the population was 70% urban and 30% rural; but by 1944, the urban population had increased to 87% and the rural population had decreased to 13%. The steady increase in residential and industrial developments is fostering the decline in the relative importance of agriculture as a means of livelihood.

Over half the population in 1941 was of English origin, and 90% was of British descent.



5. Population Distribution — 80.8% of the total population live in the centre of the urban area between Dundas and Bloor Streets (58.7% in Kinsway-Lambton and 22.1% in Islington); 13.7% live in the southern part adjacent to industries (10.2% in Humber Bay and 3.5% in Alderwood); and 5.5% live in the northern part along the Humber (3.7% in Westmount and 1.8% in Thistletown).

ECONOMIC BASE

IN 1945, of the total population of 21,402, about 2,587 persons were gainfully employed in Etobicoke and about 3,500 had their source of livelihood outside the township.

Of those working in the township there were:

Employed by industries	1,072
Estimated numbers in trade and service	535
Farm workers (farm owners and families — 573)	980

If we assume one wage or salary earner for every family, and an average of four persons to a family, then 10,028 or 45% of the total population were dependent on income from work in the township. About 55% of the population obtains its livelihood outside the township. This fact is indicative of the residential nature of Etobicoke.

Of great significance for the future development of the township, because of its recent and rapid expansion, is the extent and nature of industrial employment.

In 1945, sixteen industries employed 1,072 workers in the Township, eight of the industries employed less than 25 workers, five between 25 and 50, two between 50 and 100, and three between 100 and 450. The three largest plants together employed 734 or 68% of the total 1,072 industrial workers.

To-day, there are 87 industrial concerns which are settled or will settle in the township, having

Factory buildings completed	42
Buildings in progress	17
Premises Rented	3
Sites purchased	25
	<hr/>
	87

The farm land in Etobicoke comprises 23,000 acres of 85.7% of the total area, and is well suited to all types of agriculture.

In 1941, of 17,222 acres of occupied farm land, 10,135 or 58% were planted. Cultivated hay, oats, mixed grains and wheat, accounted for 1,198 or 87.7% of the acreage in field crops. Fruit and dairy farming was carried on as well as the general farming of the main agricultural area. Market

gardens were scattered amongst the urban areas of the township, where high land values require a type of farming which will bring in higher returns.

The total acreage of improved farm land has decreased by 11% since 1921. The largest decrease, 8% occurred in the period between 1931 and 1941.

Similarly the area of unimproved land (woodland, natural pasture, marsh or waste land) has been reduced from 3,638 acres in 1921, to 1,911 acres in 1941. These decreases in the use of land for farming can be attributed to the fact that farm land is being absorbed into some other use, for golf courses, parks, residential developments, or retained as estate land not under cultivation.

In 1931, the farm population was 2,406, in 1941, 1,784. There were 424 occupied farms in 1941, 57% were owner-or-manager occupied farms, 29% were occupied by tenants, while 116 were occupied by part owners, part tenants. The trend in farm occupancy is toward ownership.

There were 980 farm workers in the township in 1941. Of these, 553 were members of families and not working for wages. 427 were workers hired by the year, month or day. These latter earned a total wage of \$210,090 or an annual wage per capita of hired labour of \$491.00.

The maintenance of the agricultural area, the continued productivity of the land, and the economic well being of the rural community will depend on the care and thought given to the soil.

In the past, uncontrolled removal of trees has had two effects: the loss of water through the erosion of river banks, the thaw waters then go rapidly over the soil to the lake, instead of sinking into the ground to replenish the underground reservoir; and the loss of essential agricultural soils in the spring floods which carry off the fertile top layer of soil.

In the north, the banks of the Humber River and Etobicoke Creek have the steepest inclines and are the most subject to erosion. Almost the whole township, except for 8% or 2,200 acres, is completely devoid of bushland. The preservation of the water table by reforestation and conservation is essential to the water supply in the township wells, and to the continued prosperity of the farms.

THE LAND

THE best use of every acre of land whether publicly or privately owned, is a matter of vital concern to the people.

The steady decrease of farm land and the increase of urban use in Etobicoke indicates that the time has come to determine the amount of agricultural land to be conserved and to define the bounds of urban development. The objectives to be pursued will be to designate the most desirable locations for residential and industrial development and the facilities required for them.

Of the 27,312 acres of land in Etobicoke, about 10,090 acres or 36.6% is urban and the rest is rural.

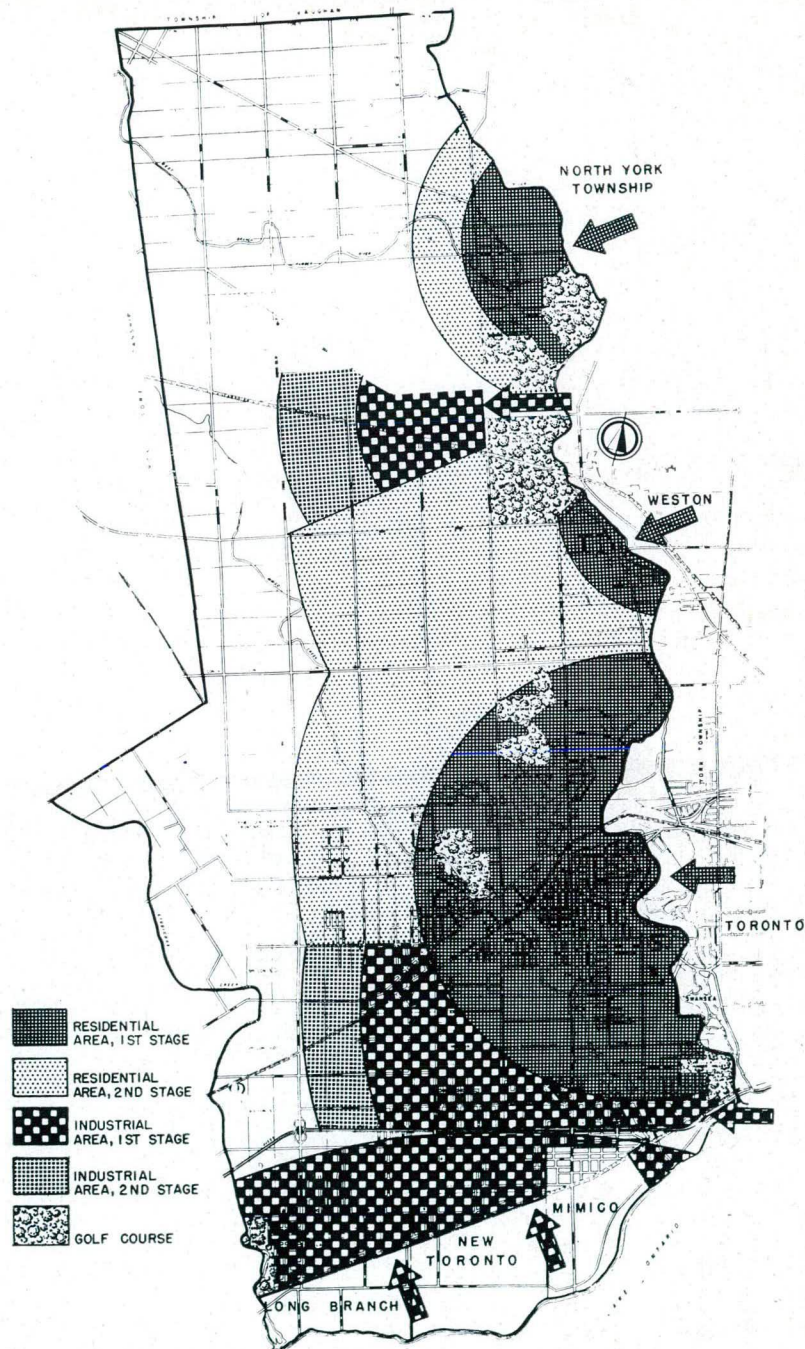
The rural and urban areas cover two separate sections of the township. Urban development is located mainly in the south and south east. Farming areas are located north of the Base Line and west of Islington. In 1946 the Major Land Uses were:

RURAL AREA

	Acres	%
Improved Farm Land	15,311	84.7
Unimproved Farm Land (water sheds, wood land, marsh etc.)	1,911	10.5
Roads within Farm Lands	878	4.8
TOTAL	18,100	100.

URBAN AREA

	Acres	%
Industrial (in use or reserved)	893	9.8
Residential	1,045	11.4
Business-Commercial	48	.05
Institutional (schools, hospitals, etc.)	37	.04
Parks	110	1.1
Golf Courses	1,160	12.8
Market gardens, large estates, vacant land, fields	4,975	55.61
Cemeteries	106	.1
Roads and Streets	662	7.2
Railroads	176	1.9
	9,212	100.



6. Three spheres of influence are apparent within the township: Residential on the east; industrial on the south and north west; rural on the west.

IMPROVED LAND

Crop	1921	1931	1941
Field Crop	13,376	13,195	9,999
Market Garden			1,849
Orchard and Vineyards			195
Small Fruits and Nursery products			93
Summer Fallow	1,346	780	492
Pasture	3,427	2,689	1,878
Other	1,580	785	805
Total Improved Land	20,089	17,449	15,311

In 1941, of 17,222 acres of occupied farm land, 11,533 acres or approximately 66.96% was owned, and 5,689 or 23.04% was rented.

URBAN AREAS

The Use of Land for Industrial Purposes —

In 1946, the area used or reserved for industrial purposes, increased from about 200 to 900 acres. In the main, the industries are located contiguous to road and rail facilities, and in the relatively flat areas of the southern part of the township.

In the latter part of 1945, an additional 322 acres were sold for industrial use, of these 232 acres were being developed in January 1946.

The Use of Land for Residential Purposes —

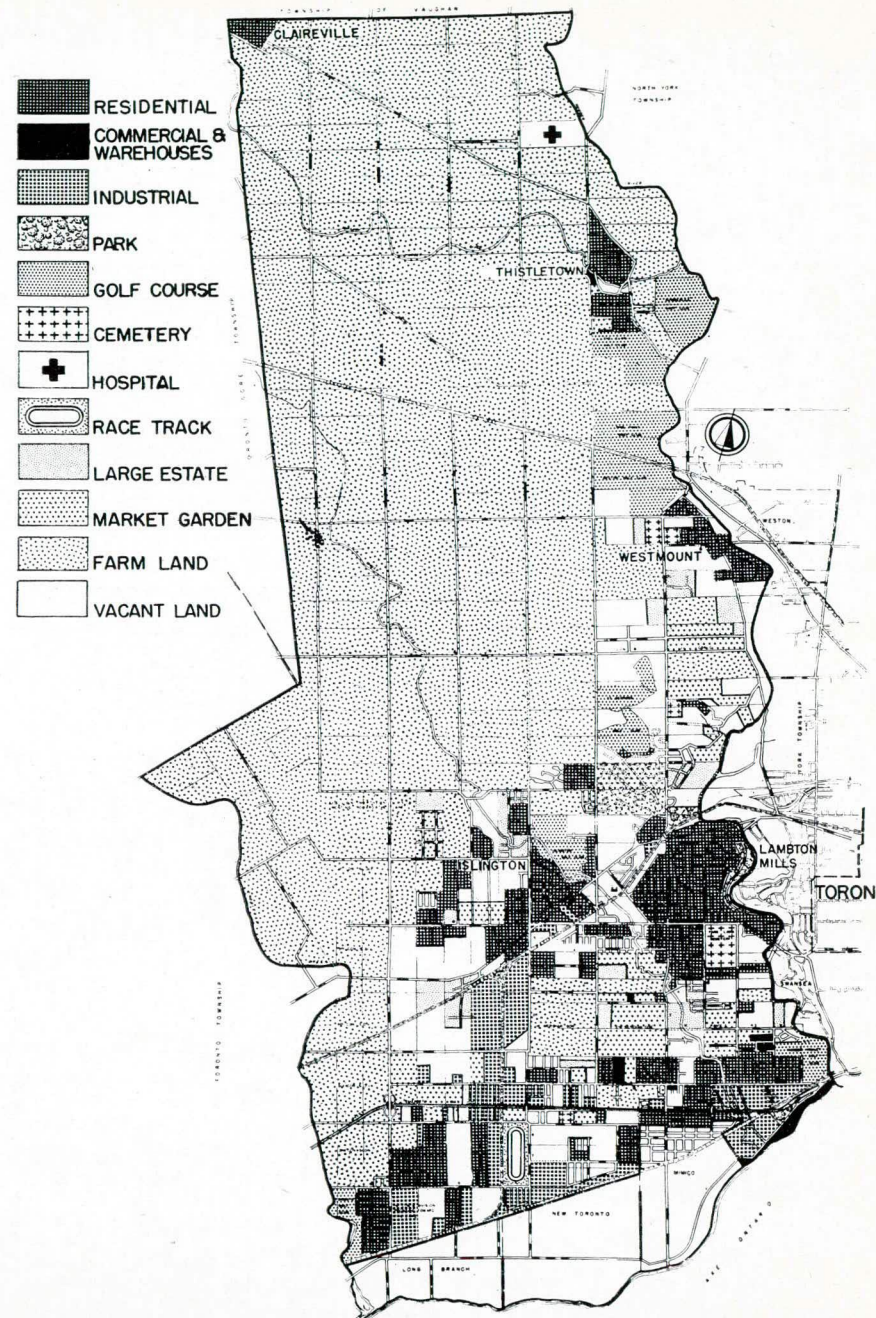
1045 acres are devoted to residential use. The largest residential developments are concentrated in the east half of the township, near to transport and service facilities. There are 6 distinct residential areas: Kingsway-Lambton and Islington are in the central eastern area; Humber Bay and Alderwood are in the south; Thistletown and Westmount are in the north-east sections of the township; scattered among the larger developments are small subdivisions.

The quality of the residential areas according to standards established by the City Planning Board of Toronto, are:

Sound: is one in which the residential conditions are at present satisfactory in every respect and in which no sign of decline is at present evident or likely to occur in the next 20 years.

They have the following general characteristics:

- Low land coverage by buildings and abundant open space.
- Relatively new houses of modern design.
- Residents willing and financially able to maintain houses and grounds in good condition.
- Low density of population.
- Streets free from heavy through traffic.
- Clean atmosphere, free from dust and smoke.
- Modern and well located schools.
- High class local shopping facilities.
- An active Home and School Association.



7. The Land Use pattern of Etobicoke shows larger concentrations of residential areas on the east between Dundas and Bloor Sts. and spreading mostly north and west. The industrial concentration is in the south, between Queensway and the Queen Elizabeth Way, indicating a trend towards the north along the C.P.R. Railway.

Sound residential areas in Etobicoke are about 562.4 acres, or 53.9% of the total residential acreage — Humber Bay (41.4 acres); Kingsway-Lambton (428 acres); Islington (47 acres); Westmount (46 acres).

Vulnerable: is one which while presently sound, is due to location, but subject to influences which tend to undermine its stability and render its future status insecure.

Vulnerable residential areas in Etobicoke are about 137.8 acres or 13.2% of the total residential acreage — Humber Bay (61.4 acres); Islington (69.2 acres); Thistletown (7.2 acres).

Declining: is one in which the first signs of blight and decline have become visible. They are characterized by high density of population, high land coverage by buildings, houses on narrow lots with no side drives, resulting in excessive parking at the curb, heavy through traffic by trucks and other vehicles, inadequate park facilities, obsolete structures, second rate shopping facilities, old fashioned schools and intrusion of non-conforming land uses.

Declining residential areas in Etobicoke are about 132.6 acres or 12.7% of the total residential acreage—Humber Bay (66 acres); Islington (27.4 acres); and Thistletown (39.2 acres).

Blighted: is one in which blight has taken firm hold and residential use had been seriously disturbed. The blighted areas are characterized by housing which is worn out and badly maintained, lacking adequate standards of light and air and sanitary and heating equipment and in many cases, actually dilapidated. These neighbourhoods are devoid of proper recreational social and cultural facilities. The atmosphere is smoky, residential streets are at times congested with heavy traffic. Land coverage by buildings and a high density of population, contribute to the congestion and unsatisfactory living conditions.

Blighted residential areas in Etobicoke are about 211.2 acres or 20.2% of the total residential acreage. Alderwood (193 acres); Humber Bay (18.2 acres).

The various residential areas are largely determined by natural barriers and/or by artificial barriers of transport and communication, and have specific social characteristics. For example, Alderwood can be described as the home of industrial workers employed in the plants of Etobicoke and Long Branch; Humber Bay as the residence of industrial workers employed in Mimico, New Toronto and township plants; Kingsway-Lambton is exclusively residential, with its residents having their work outside the township; Islington is mainly residential, and is the centre of the neighbouring rural districts; Westmount is an expansion of the town of Weston and Thistletown and Clairville are rural villages.

VACANT LAND

There are 210 acres of township owned vacant land, and vacant lots within residential subdivisions, indicating a development beyond present needs. Considerable such land is found in Islington, in Humber Bay and in sections of the first meridian Concession. There is also vacant land in Lambton Mills and the Kingsway. These areas provide space for any building project which may be undertaken immediately.

BUILDING TRENDS

The records of building permits indicate in general, the movement of population to the township.

The decrease in the number of permits from 163 in 1925 to 83 in 1926 indicates the end of the last Post War building boom. The recovery was gradual but continued to 1931, when 168 permits were issued. In 1932, with the trade depression, only 109 permits were issued, but in 1936 complete recovery was indicated by the issuing of 161 permits. Building remained stable until the pre-war expansion of business called for 172 permits in 1938. The number increased to 207 in 1939, to 326 in 1940 and 380 in 1941. In 1942 and 1943, shortages in building materials and the imposition of government restrictions caused a drop to 306 and 213 respectively. But in 1944 as a result of an increasing housing shortage, the number of permits issued increased to 310. The total number of residential building permits in the township in the ten year period 1935-1945, was 2,683. The greatest amount of building occurred in the Kingsway-Lambton district, which obtained 57.3% of the total number. The smallest amount occurred in Thistletown, 2.1%.

The following table gives a summary of the permits for residences and businesses issued:

THISTLETOWN	- - - -	Residences — 49 or 4.9 per year Businesses — 1
WESTMOUNT	- - - -	Residences — 94 or 9.4 per year Businesses — None
ISLINGTON	- - - -	Residences — 508 or 50.8 per year Businesses — 16
KINGSWAY-LAMBTON	- -	Residences — 1,366 or 136.6 per year Businesses — 21
HUMBER BAY	- - - -	Residences — 237 or 23.7 per year Businesses — 40
ALDERWOOD	- - - -	Residences — 84 or 8.4 per year Businesses — 15
MIMICO PARK	- - - -	Residences — 10

COMMERCIAL USE — The total commercial area is 48 acres, located close to the residential developments mainly along Bloor and Dundas Streets.

RECREATIONAL USE — The only park developed by the township for recreational purposes is Central Park at Canning and Montgomery Road. Facilities are provided for picnics, archery, baseball and swings for children. Activities are supervised.

Humber Boulevard Park is maintained by the City of Toronto. An additional parkway is located along the west bank of the Humber in the Kingsway-Lambton district.

Other parks are maintained as green areas but they are not developed for active games. School grounds of the southern part of the township are large enough for playgrounds.

The largest park developments are the golf courses which are privately owned. Their acreage is as large as that of the residential areas.

MAJOR STREET SYSTEM

THE present street pattern of the Township is the result of a process of evolution of about 100 years. It follows the original concession divisions, which are on a gridiron pattern.

Many of these streets are adequate in width and properly located within both the farm and urban area.

Some are inadequate, and new streets will be needed to serve the future urban areas, both residential and industrial.

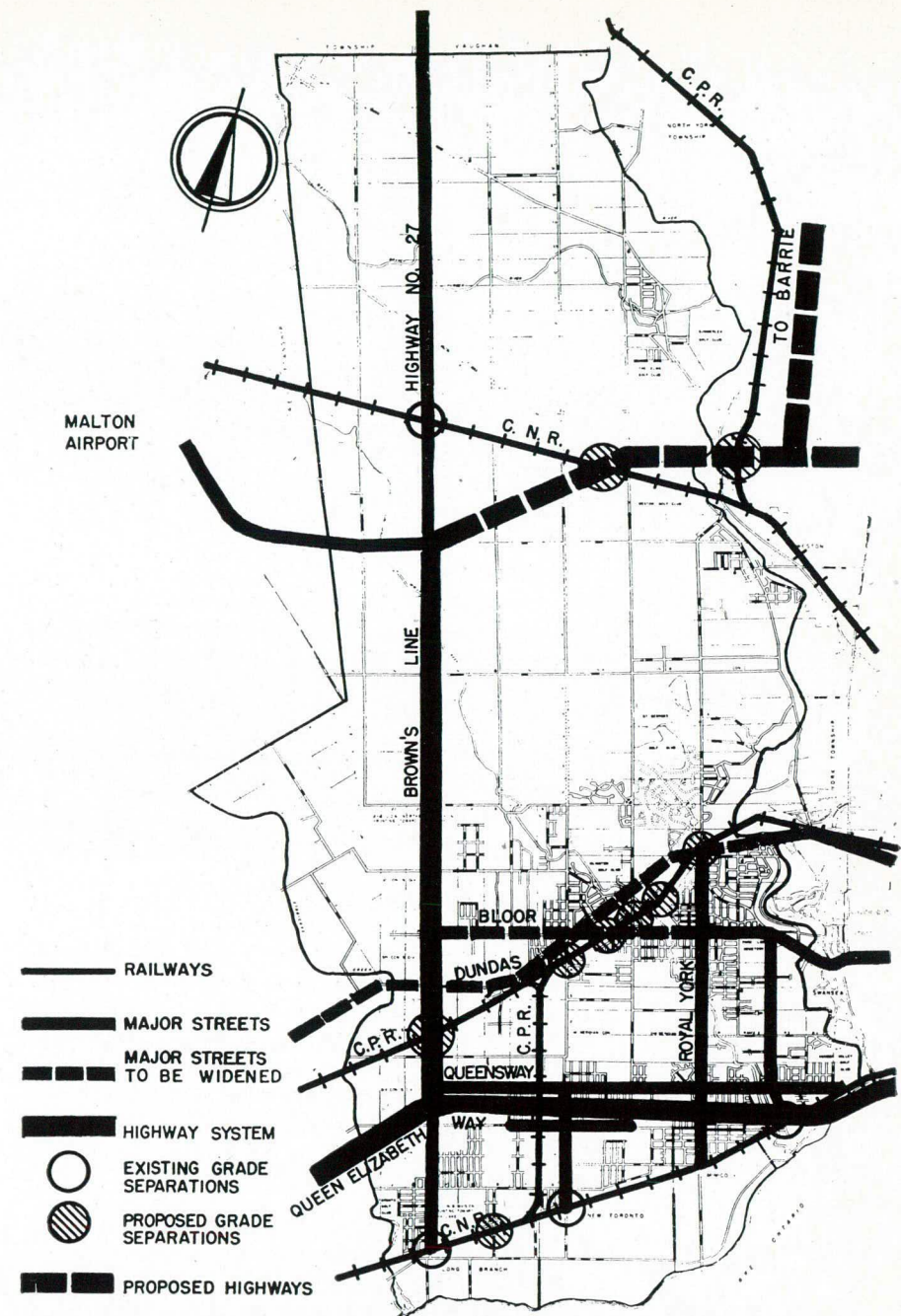
Most of the east-west bound major streets are extensions of streets originating in Toronto. If a major street system is planned for Toronto, it will have a marked influence on the street pattern of Etobicoke.

According to their location, the streets:

- serve inter-urban and through traffic — for example, the Queen Elizabeth Way, Dundas Street and Brown's Line.
- serve as a circulatory system within the township — for example, Queensway, Islington, Royal York, Richview side road, etc.
- serve as residential streets.

The extent of the street pavement is shown in the following table:

Road	Concrete	Bituminous Pavement	Bituminous Surface	Gravel	Improved Earth	Unopened	Total
King's Highways							
Main	4.9	11.74					16.64
Secondary ..		9.08					9.08
County Roads & Suburban							
		19.82		3.22			23.04
Local Roads & Streets							
		.80	16.20	113.60		10.	140.60
Totals	4.9	41.44	16.20	116.82		10.	189.36



8. The long term program of the Department of Highways includes widening of major streets and building of new highways through Etobicoke, thus connecting them with inter-regional and Provincial traffic routes.

The paved major streets are:

East-West Direction —

Albion Road and Malton Road in the northern part of the township.
Dundas Street, Bloor Street, Queensway, Queen Elizabeth Way and Lake Shore Road in the southern part of the township.

North-South Direction —

Brown's Line in the western part of the township.
Church Street in the eastern part of the township.
South Kingsway and Scarlett Road.

The gravel roads are:

East-West Direction —

Dixon Side Road, Scarlett Road, and Davenport Road in the northern part of the township.

Burnhamthorpe Road, Bloor Street, North Queen Street, Evans Street, and Horner Avenue in the southern part of the township.

North-South Direction —

The north-south gravel roads follow the concession lines. The most important are Brown's Line in the northern section; and Kipling Avenue, Islington Avenue, Royal York Road north of Dundas Street, and Park Lawn Road from Humber Bay to Bloor Street.

Most of the subdivisions of Thistletown, Islington, part of the Kingsway, south of Bloor Street, Humber Bay and Alderwood are designed on the gridiron street pattern. Those recently built such as Thorncrast Village, Humber Valley Village, etc., are designed on the neighbourhood pattern, following topographical features of the land.

The heaviest traffic travels east-west in the southern half of the township.

A relative index of traffic flow is shown in the following table:

TRAFFIC DENSITY *

Street	Relative Index of Traffic
Bloor to Dundas Street	100
Dundas Street	100
Dundas, from the Humber to Bloor	90
Bloor, west of Dundas Street	70
Queensway	50
Kipling Avenue to Queensway	40
Royal York Road, north to Dundas	40
Parklawn	35
Brown's Line	35

* The Queen Elizabeth Way is not included, but its traffic density is substantially greater than the index of 100 given to Dundas Street.

The traffic index of 90 on Dundas Street from the Humber to Bloor Street is due to its use as a thoroughfare by truck traffic from the industrial plants of the Metropolitan Area.

The major highways were built primarily to serve all through traffic from the east to Hamilton, the Niagara Area and Western Ontario, and are adequate for the anticipated automobile traffic.

The long-term program of the Department of Highways includes such additional improvements as:

1. Widening of Bloor and Dundas Streets from the Royal York Road to Brown's Line as a four lane pavement and, possibly later, a continuation of the widening of Dundas Street from Brown's Line to Cooksville as a four lane pavement or, at the least, three lane.
2. Elimination of the railway crossing at the Canadian Pacific railway on Bloor Street; construction of a traffic circle or overhead structure at the intersection of Bloor and Dundas west of Islington; and a cloverleaf at the intersection of Dundas and Brown's Line, (Highways 5 and 27).
3. Provision of New Highway — Toronto-Barrie; a divided highway of that portion of Brown's Line from Queen Elizabeth Way to the Malton turn, and also the construction of a divided highway from the Malton turn northeasterly to a point north of Weston.

A THIRTY YEAR PROGRAM FOR DEVELOPMENT

BASIC ASSUMPTIONS

The Master Plan recommendations are based on the following assumptions:

PLANNING PERIOD

Both the growth of population and the development of the land of Etobicoke, depend on factors within and outside the township, and are immediately dependent upon the growth and prosperity of the Metropolitan Area of Toronto.

It is believed that the present and future momentum behind the growth of Metropolitan Toronto will be such that population growth and industrial development will continue at the present rate for a period of ten years, and at a greater rate when immigration from overseas to Canada is allowed on a larger scale.

A period of 30 years has been considered therefore, as a reasonable term for which a Master Plan should be prepared for, and during which it could be implemented.

PLANNING AREA

Three spheres of influence are apparent in the Township: (Plate 6);

1.—Area within sphere of influence of Toronto.

Boundaries — Dixon Side Rd., East boundary of the Township. Queensway, Brown's Line.

Character: It is almost exclusively residential and land is available for further large scale developments.

Reasons for Development —

- (a) traffic routes.
- (b) mass transportation facilities.
- (c) the shortage of housing and the lack of land for building in Toronto.

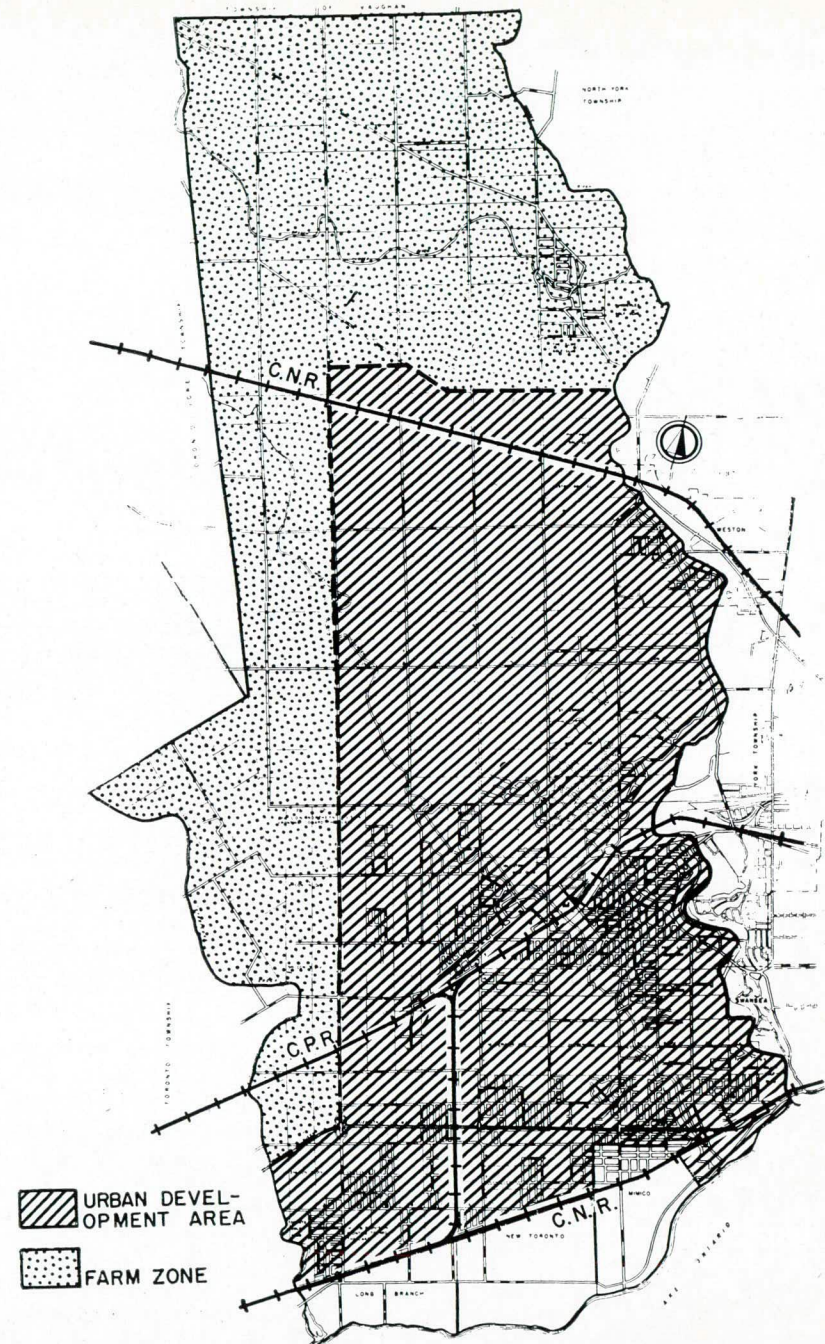
2.—Area within the sphere of influence of Lake Shore industrial developments.

Boundaries — Brown's Line, Bloor Street, Islington and the southern boundaries of the Township.

Character: Industries are already located within this area and further industrial development is expected.

Reasons for Development —

- (a) rail and highway facilities.
- (b) decrease of land suitable for industrial purposes within the Lake Shore municipalities.



9. It is assumed that an area of approximately 14,000 acres could absorb the anticipated urban development in addition to the already developed areas.

(c) lack of vacant acreage for industrial use within the City of Toronto.

3.—Area within the sphere of influence, of agriculture.

Boundaries — Queen Elizabeth Highway, western and northern boundaries of the Township, Brown's Line, Malton Road.

Character — The area is predominantly rural.

Reasons for agricultural land use —

- (a) quality of land is suitable for agriculture.
- (b) ready market in the urban area.

Each of these areas forms a separate geographic, economic and social unit. For the purpose of co-ordinating them within the administrative organization of the township; and with the metropolitan area, the total area of the township has been chosen as the Planning Area.

URBAN AREA

It is assumed that an area of approximately 14,000 acres could absorb the additional urban development within the 30-year period (Plate 9).

The boundaries are: Brown's Line, Malton Road, the Humber River and the southern boundaries of the township. This area can be economically serviced and lies within the industrial and residential sphere of influence of the Metropolitan Area.

ANTICIPATED POPULATION

It is assumed that in the 30-year period, not more than 32% of the total Metropolitan Population increase can be absorbed within the boundaries of the City of Toronto. The remainder would settle in the outlying areas.

Of this total increase, estimated at 140,000 per decade, it is assumed that 9—10% or about 13,000—14,000 can be expected to settle in Etobicoke making a total of 39,000—42,000 in the 30-year period.

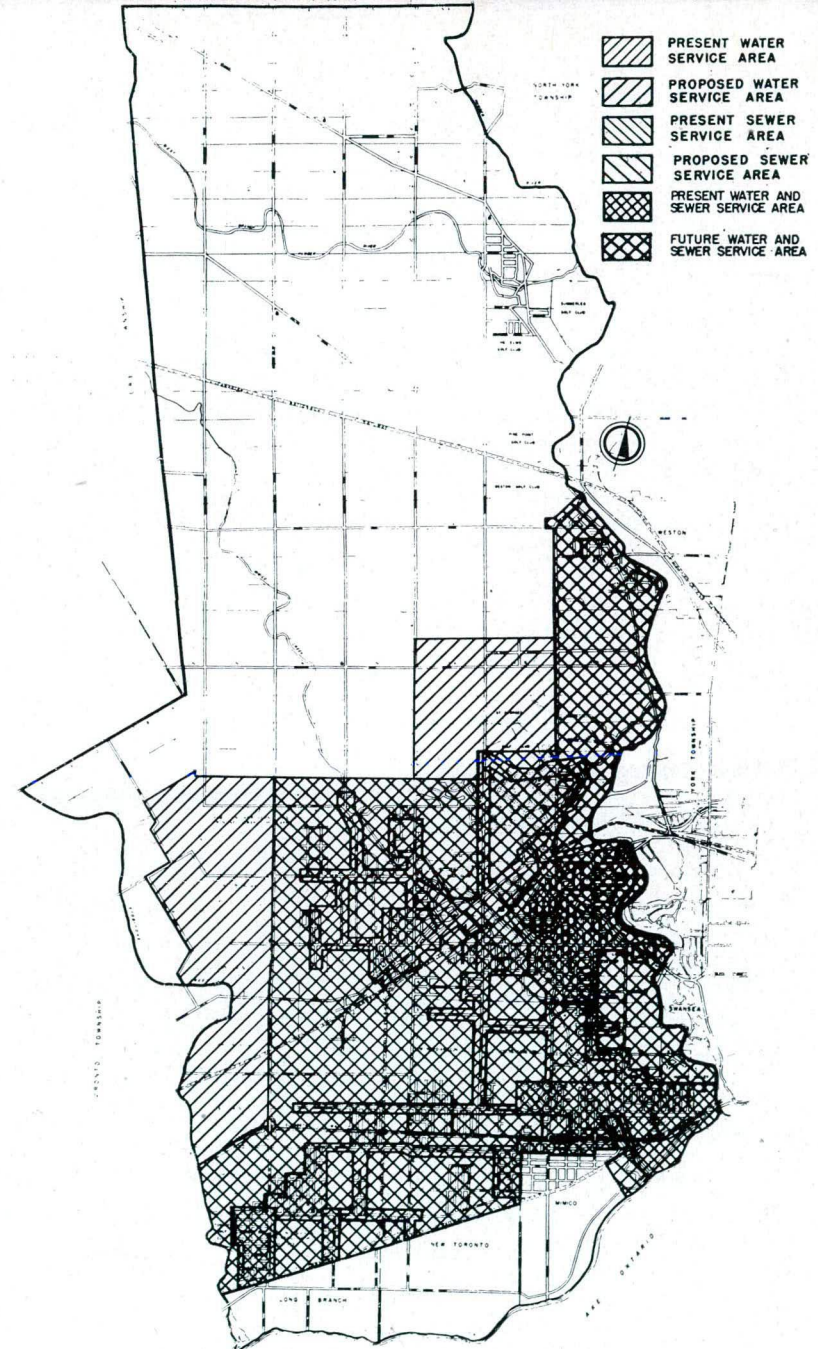
By the end of the planning period, that is 1975, the population of Etobicoke will have increased from the present figure of about 21,000 to about 60,000—62,000. (Plate 4).

RECOMMENDATIONS

ENABLING LEGISLATION — MUNICIPAL

1.—To designate by By-Law, the total area of the township as urban development area according to Section 23 of The Planning Act, 1946, there-upon no parcel of land within the area shall be divided for sale unless the land is shown on registered plan of subdivision.

2.—To adopt a Zoning By-Law under Section 406 of the Municipal Act covering the regulation of land within the total area of the township.



10. For servicing the anticipated urban developments, the present sewer area of 1,370 acres should be extended by an additional 7,380 acres, and the present water service area of 2,640 acres, by an additional 8,740 acres.

Establishing a rural area of 13,267 acres, and urban zone of 14,045 acres, (Plate 9). Designate, within the urban zone, land for residential, industrial, commercial, recreational and public uses.

PROVINCIAL

3.—To request the Provincial Legislature for the amendment of the Planning Act, 1946 to —

secure supplementary zoning powers, including the power to prohibit extension or alteration of non-conforming uses, and the power to delegate to a Board of Zoning Appeals limited discretion in the administration of the By-Law.

DESIGNATION OF LAND

To designate approximately 3,500 additional acres of land to house an anticipated increase of 20,000 people on a basis of 6 people per gross acre in a first stage of development. (Plate 11).

To designate approximately 3,500 additional acres of land for second stage residential development. (Plate 11).

To designate 255 additional acres of land for large parks.

To designate 150 additional acres of land for neighbourhood parks and for playgrounds and playfields. (Plate 13).

To designate 25 acres of land for proposed school sites in neighbourhoods of the first stage development. (Plate 13).

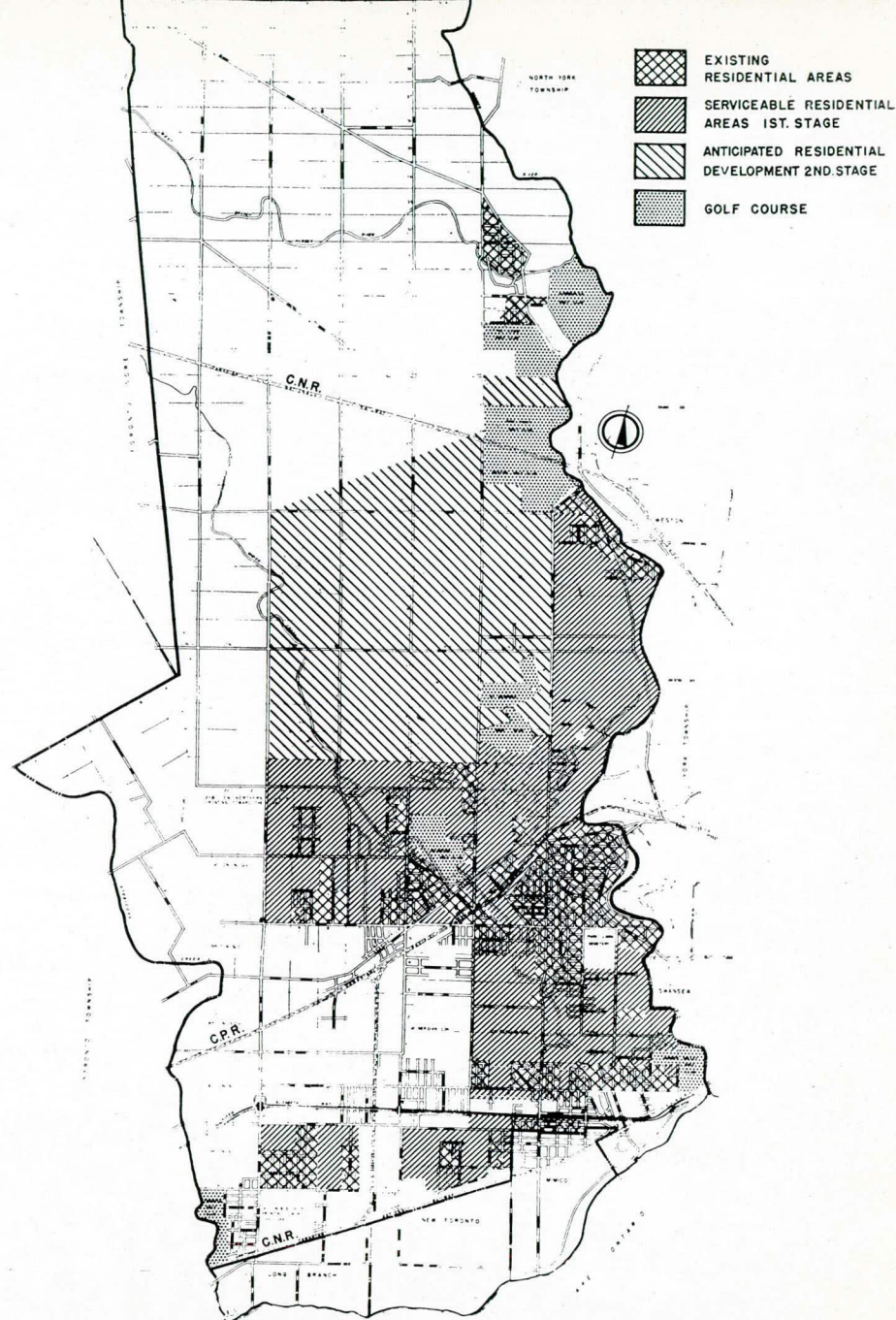
To designate 49 additional acres of land for commercial uses within established residential developments and in future neighbourhoods.

To designate 3,407 additional acres of land for industrial developments (Plate 12).

ACQUISITION OF LAND

1.—To acquire 445 acres of land for recreational uses—

- (a) 255 acres for large metropolitan parks in co-operation with the Metropolitan Municipalities or Provincial Government.
- (b) 120 acres for neighbourhood parks.
- (c) 30 acres for playgrounds, play lots.
- (d) 25 acres for four school sites.
- (e) 15 acres for six community centre sites.



11. In the first stage of development, an additional 3,500 acres of land, capable of being supplied by sewer and water services, can house an anticipated increase of 20,000 people. Subsequent to this development, an additional 3,500 acres may take care of a further increase of 20,000 people.

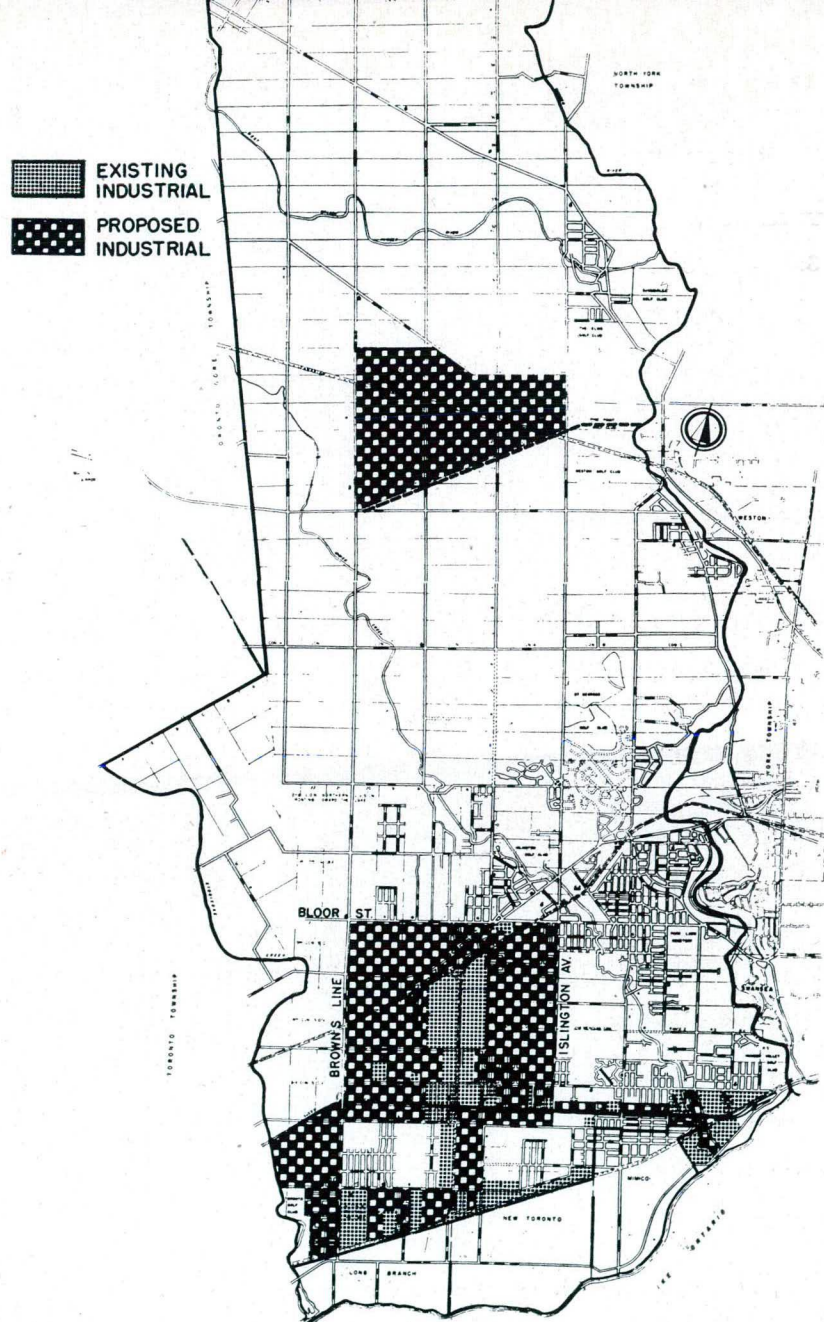
PUBLIC WORKS PROGRAM

To be carried out by the Township:

1. To extend the existing sewer system now serving 1,370 acres of land by the addition of 7,380 acres of service areas for the anticipated residential and industrial use of land (Plate 10).
2. To extend the existing water service system, actually covering 2,640 acres, with an additional 8,740 acres, to serve the anticipated residential and industrial acres of land (Plate 10).
3. To develop 255 acres of land as natural parks.
4. To develop 120 acres of land as neighbourhood park.
5. To develop 30 acres of land as playgrounds.
6. To build 4 community centres.
7. To open approximately 12 miles of new streets connecting private residential developments with industrial areas and major streets.

To be carried out by the Department of Highways (Plate 8) —

1. To widen Bloor and Dundas Streets, as four lane highways, from Royal York Road to Brown's Line.
2. To construct a grade separation structure at the C.P.R. crossing on Bloor Street.
3. To construct a traffic circle or overhead structure at the intersection of Bloor and Dundas Streets, just west of Islington.



12. "In the past in Toronto, multi-storey factories were crowded into small city blocks. Today the trend is towards one storey structures on large acreages of land in locations free from traffic and housing congestion. This is why in the last five years in Etobicoke, 690 acres in addition to already developed 200 acres of industrial land, were sold. It is assumed that in a 30 year period at this rate, about 3,400 acres of additional land will be required for industrial use, including abutting recreational land or green open spaces to separate industries from residences."

4. To construct a cloverleaf at the intersection of Dundas Street and Brown's Line.
5. To construct a divided highway along that portion of Brown's Line between the Queen Elizabeth Way and the Malton turn; and also to construct a divided highway from the Malton turn north-east to Weston.
6. To construct two grade separation structures at the intersection of the proposed north-easterly highway and the C.N.R.

To be carried out by the Railway Companies and the Township:

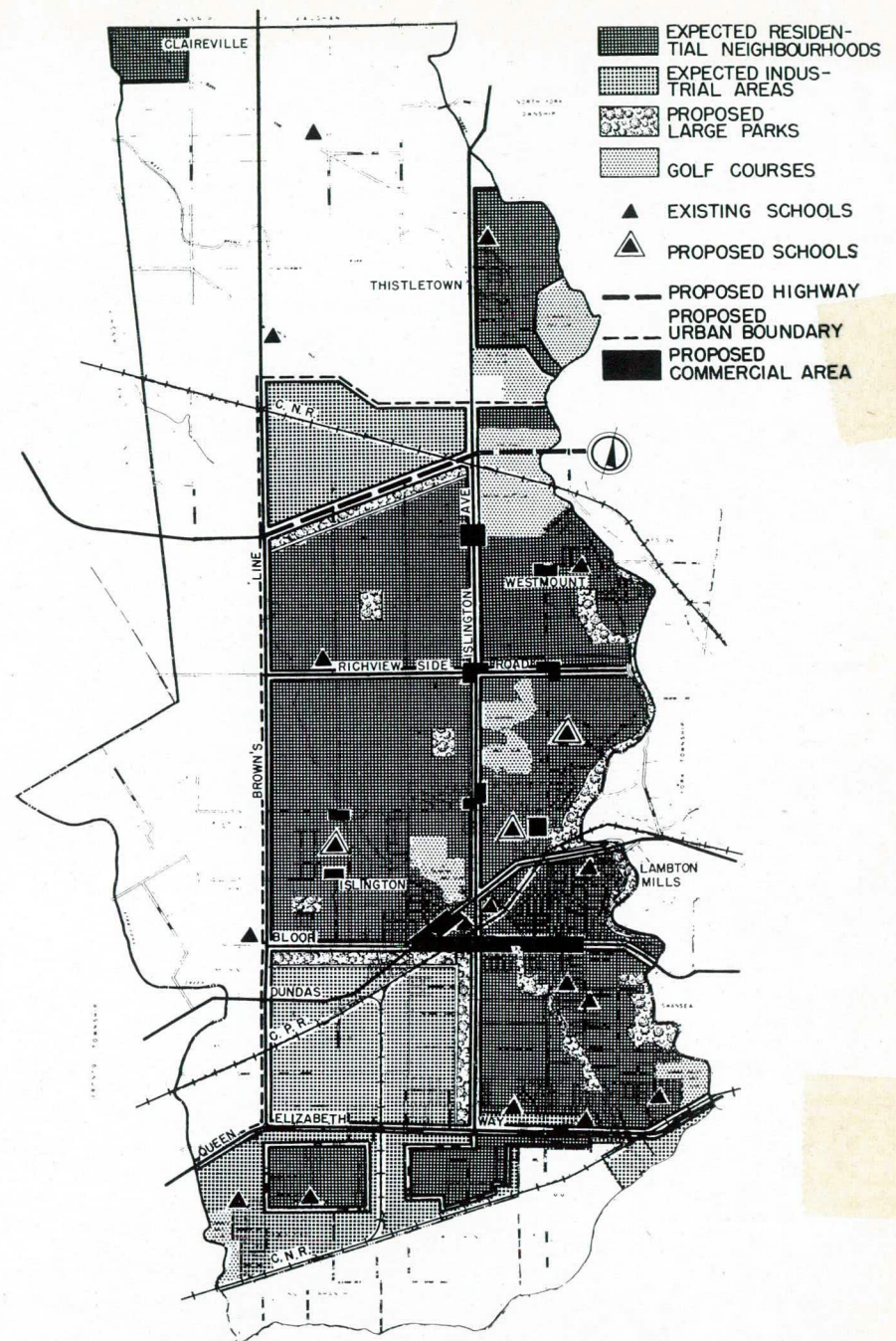
To construct seven grade separation structures at the C.P.R. and C.N.R. intersections with the major streets. (Plate 8).

To be carried out by the Metropolitan Municipalities in collaboration with the Provincial Government:

To construct a Regatta Course along the Humber River between Lake Ontario and Bloor Street by diverting, widening and improving the River. It would include filling and reclaiming land covered with water, and the construction of a boulevard on the east side of the River, connecting with Riverside Drive at the south and north ends. (Coloured Plate).

Development to be carried out by Private Enterprise:

1. To subdivide and develop the land that is proposed for residential uses, providing land for parks and playgrounds which will be maintained by the Township.
2. To build shopping centres on sites designated by the Zoning By-Law.



13. The future residential developments are planned on a neighbourhood pattern by zoning restrictions and designation of school and park land, and community centres, in most suitable locations.

TOWNSHIP OF ETOBICOKE

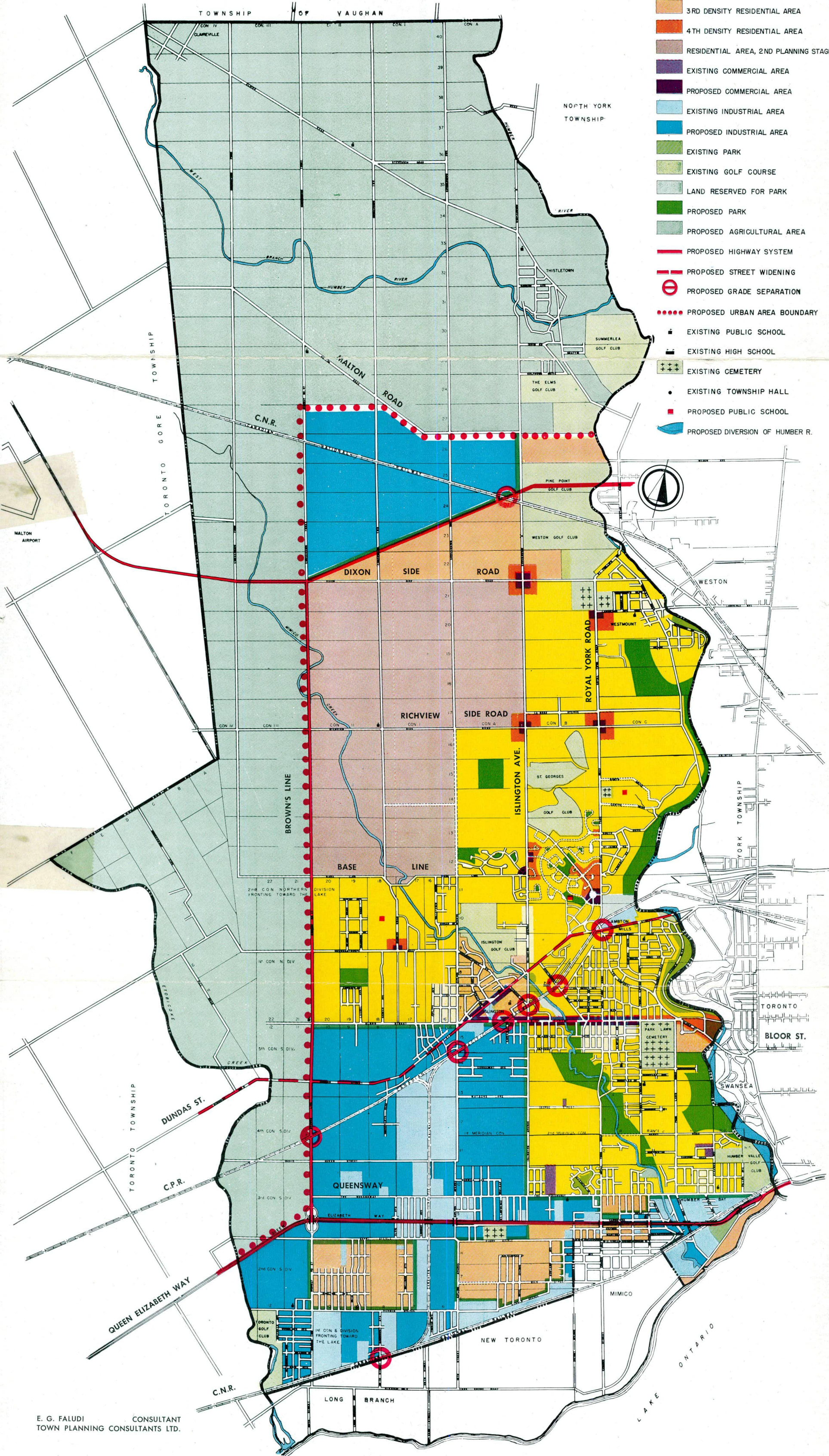
SCALE IN FEET

SCALE IN MILES

MASTER PLAN

LEGEND

- 1ST DENSITY RESIDENTIAL AREA
- 2ND DENSITY RESIDENTIAL AREA
- 3RD DENSITY RESIDENTIAL AREA
- 4TH DENSITY RESIDENTIAL AREA
- RESIDENTIAL AREA, 2ND PLANNING STAGE
- EXISTING COMMERCIAL AREA
- PROPOSED COMMERCIAL AREA
- EXISTING INDUSTRIAL AREA
- PROPOSED INDUSTRIAL AREA
- EXISTING PARK
- EXISTING GOLF COURSE
- LAND RESERVED FOR PARK
- PROPOSED PARK
- PROPOSED AGRICULTURAL AREA
- PROPOSED HIGHWAY SYSTEM
- PROPOSED STREET WIDENING
- PROPOSED GRADE SEPARATION
- PROPOSED URBAN AREA BOUNDARY
- EXISTING PUBLIC SCHOOL
- EXISTING HIGH SCHOOL
- EXISTING CEMETERY
- EXISTING TOWNSHIP HALL
- PROPOSED PUBLIC SCHOOL
- PROPOSED DIVERSION OF HUMBER R.



HOW CAN WE IMPLEMENT THE THIRTY-YEAR DEVELOPMENT PROGRAM FOR ETOBICOKE?

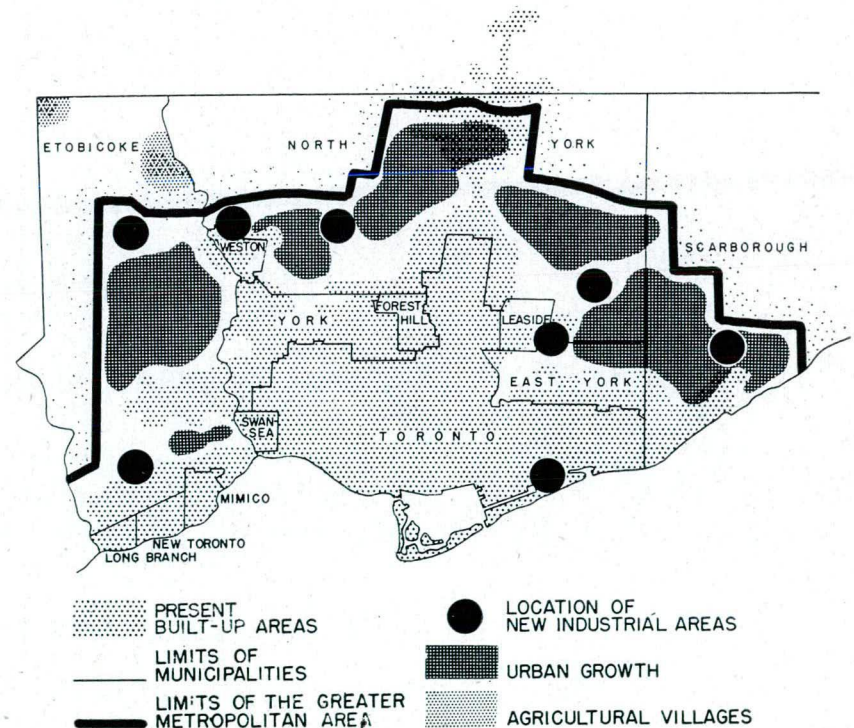
STAGE 1: Legislative and Administrative

Township Council:

1. Adopt and approve the Master Plan and Zoning By-Law.
2. Submit the Plan to the Minister of Planning and Development, whereupon it shall become the Official Plan.
3. Enforce the Zoning By-Law.
4. Designate and set aside Township-owned properties where possible for playgrounds and playlots.
5. Encourage private enterprise to develop vacant land according to the Official Plan, under the National Housing Act (Integrated Housing) for ownership homes on the neighbourhood pattern.
6. Encourage private enterprise to develop vacant land by co-ordinating various subdivisions into a neighbourhood.
7. Encourage private enterprise to develop industrial land on large acreages, with green buffer areas surrounding them. This should be done by zoning and taxing as industrial land, only that land which is effectively used for industrial purposes.
8. Apply to the Railway Board and the Railway Companies for the preparation and assistance in financing of grade separation projects.
9. Request from the Toronto and Suburban Planning Area Board, the acquisition of land suitable for metropolitan parks (greenbelt) along the Humber River.
10. Request from the Toronto and Suburban Planning Area Board the construction of the Regatta Course on the Humber River as a Metropolitan Recreational Project.

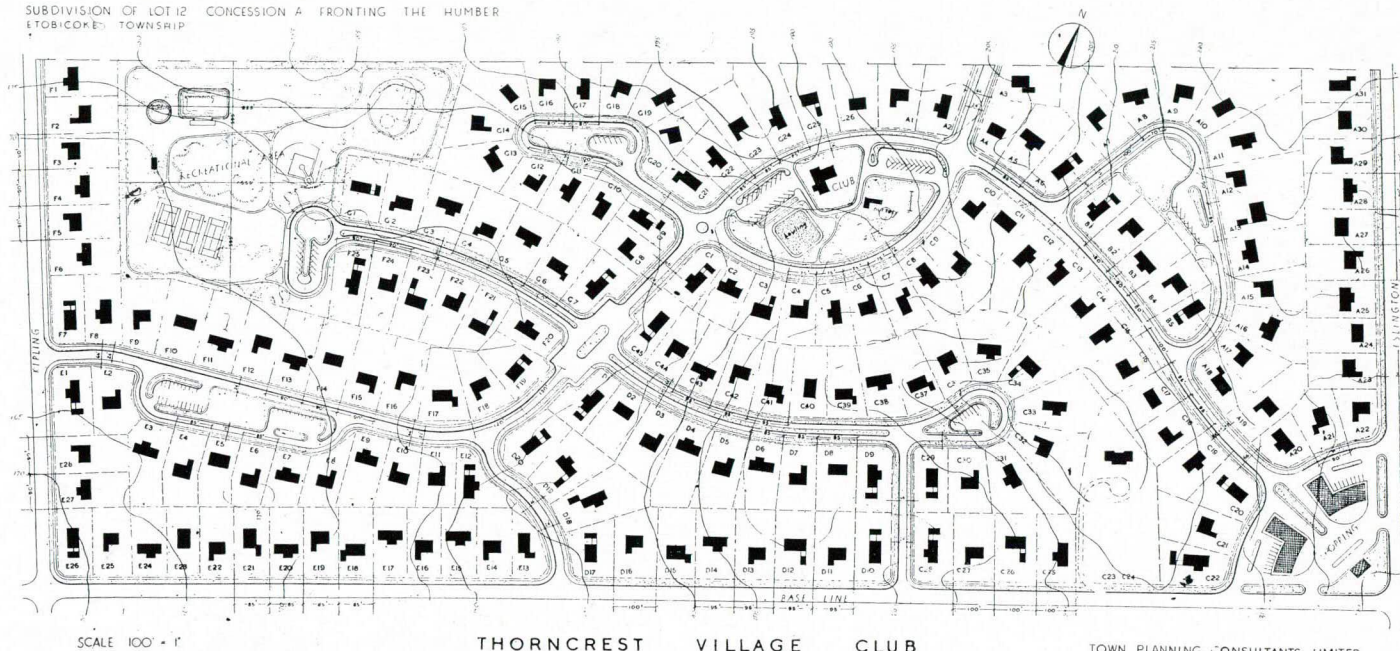
STAGE 2: Financial

1. Carry out from year to year the acquisition of land and the public works program as the regular yearly Budget can afford it.
2. Submit for the approval of the citizens in 6-year periods, those projects which require capital investment or long-term debentures, beyond the regular yearly Budget.



14. The development of Etobicoke will be closely woven into the pattern of the greater Metropolitan Area of Toronto.

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ETOBICOKE TOWNSHIP



SCALE 100' = 1"

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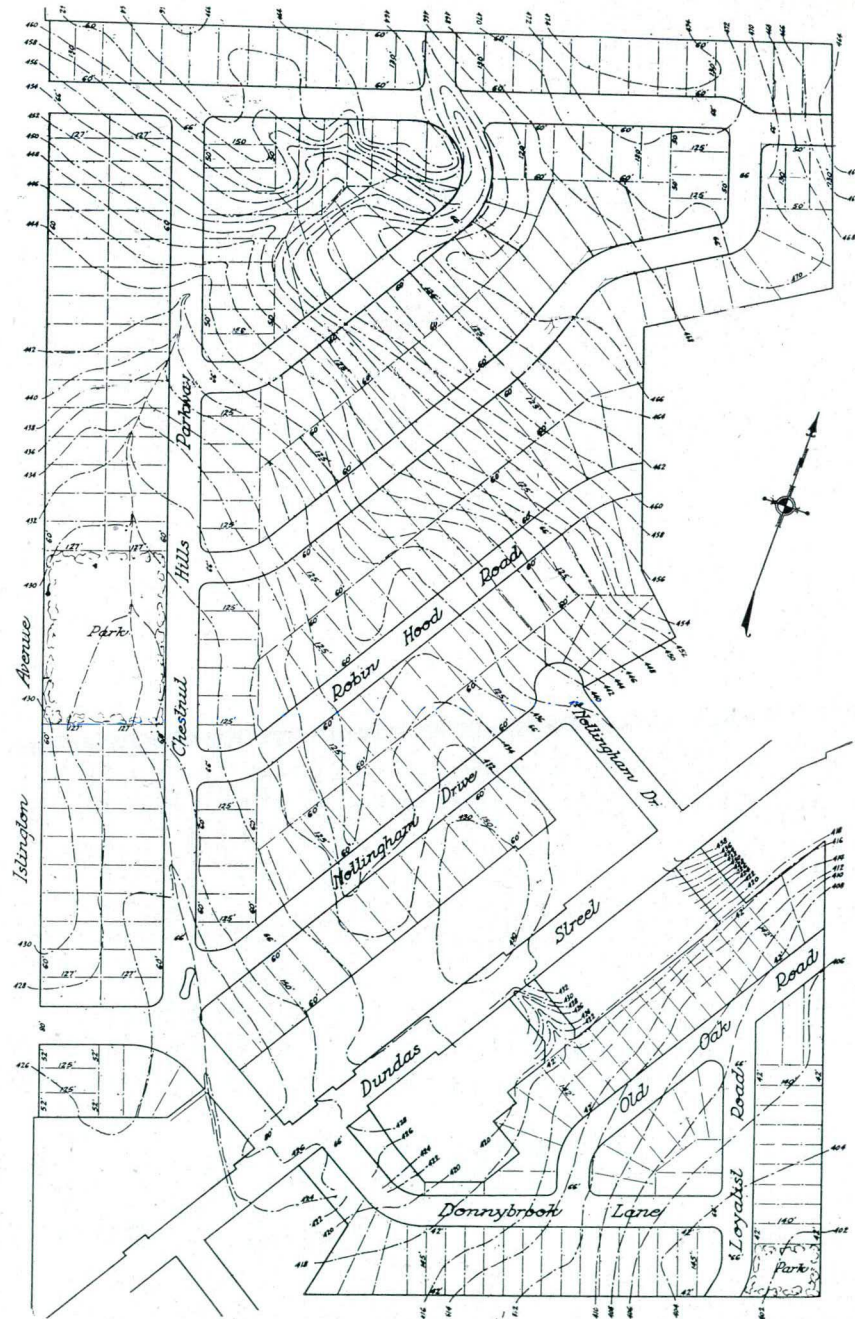
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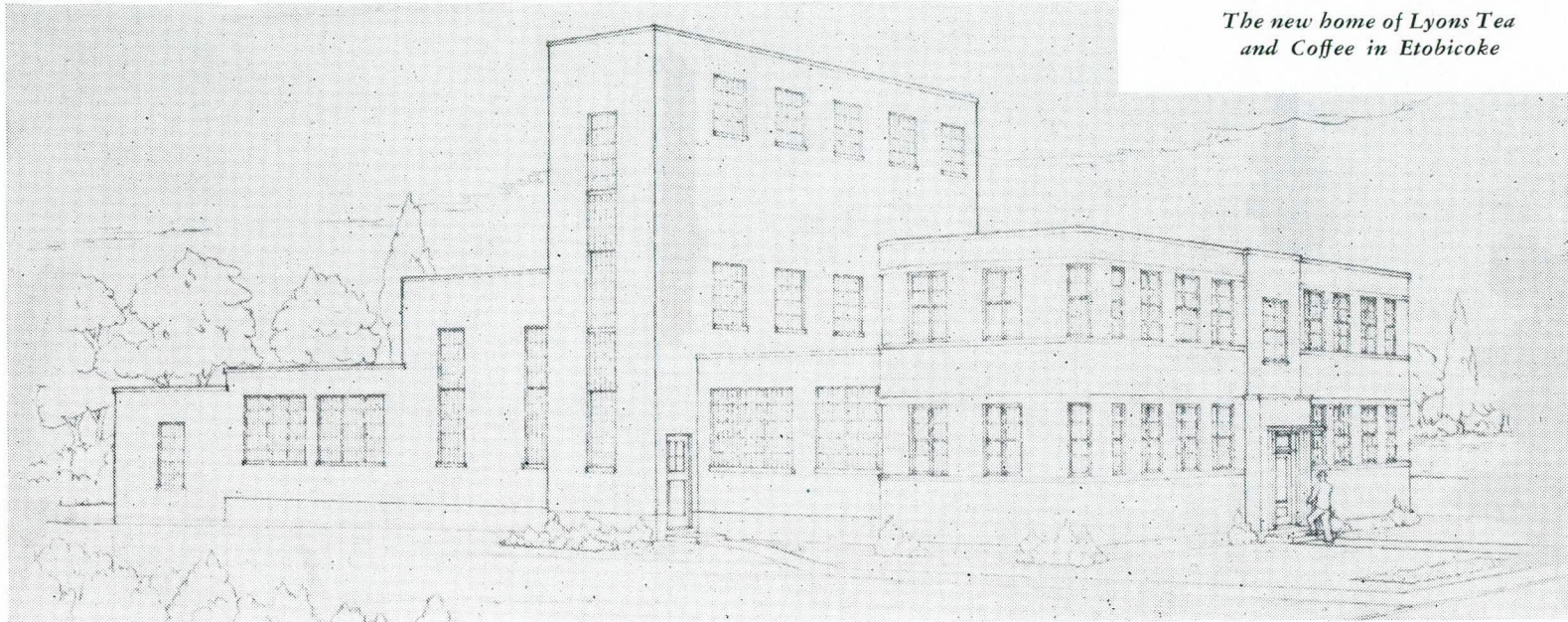


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The Ingraham Canadian Clock Co. Limited, pioneer in the manufacture of fine timepieces, pioneer in the development of Etobicoke . . . marches on — steadily advancing with the times!

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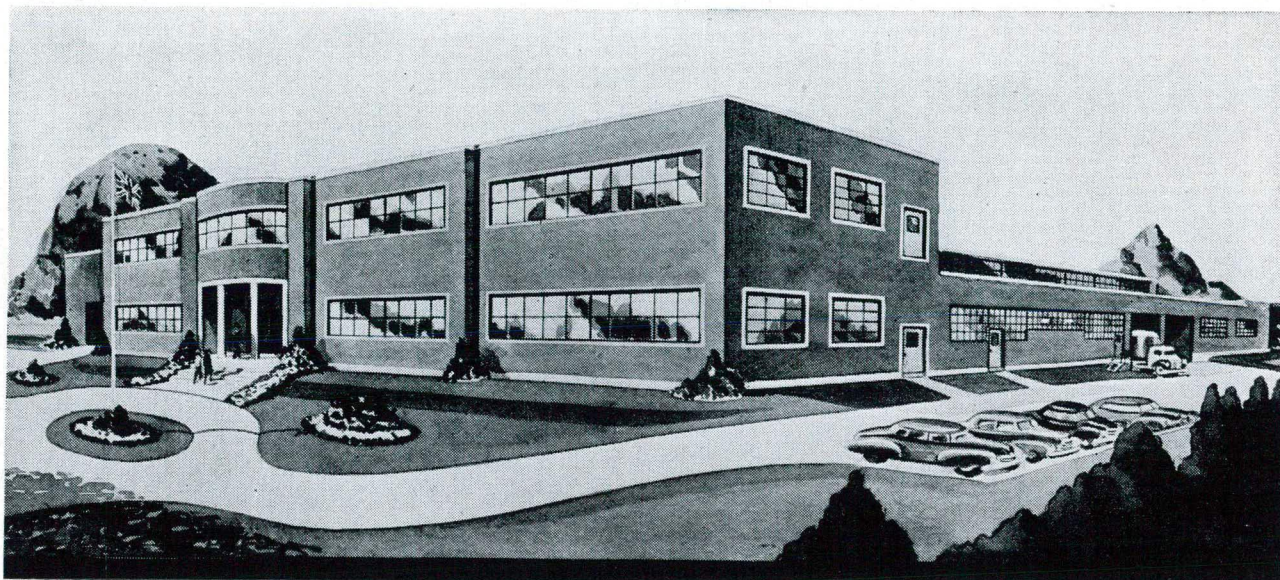
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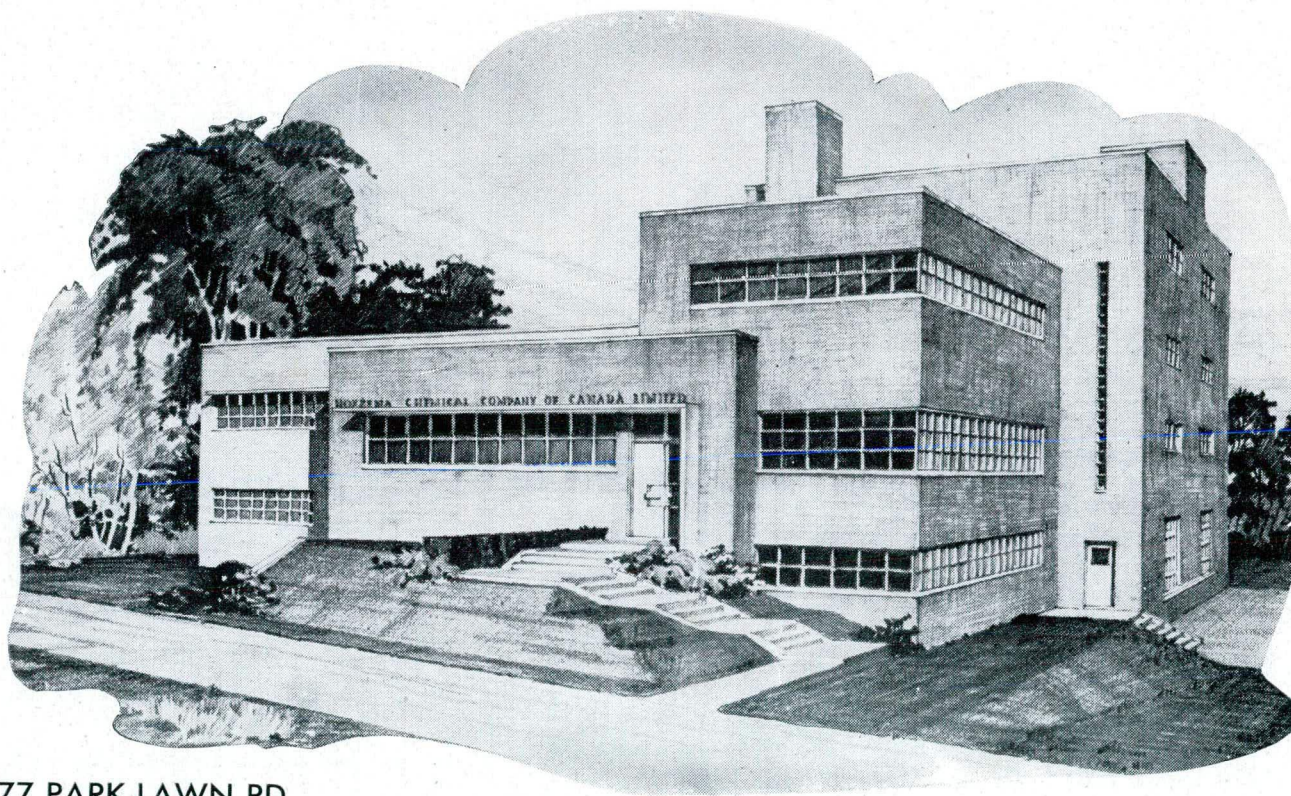


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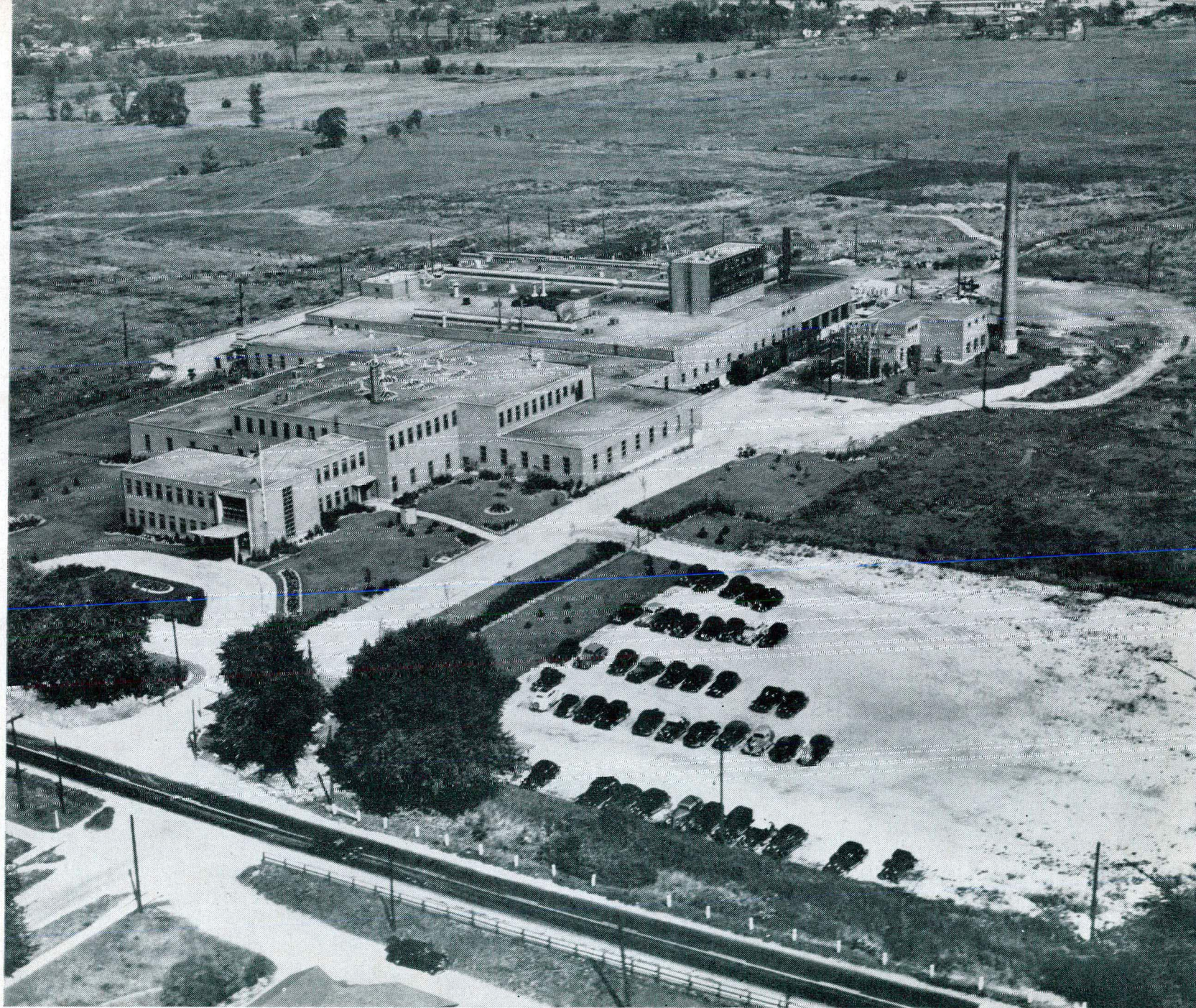
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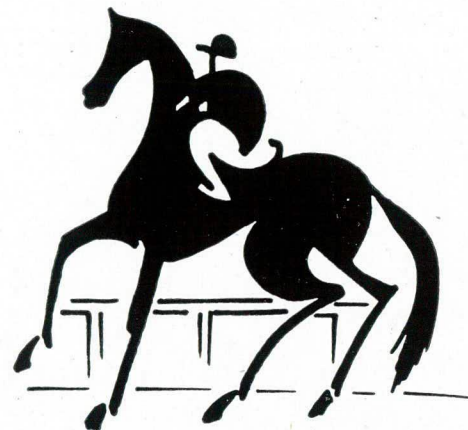
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Static Asphalt Protective Coatings manufactured by the Flintkote Company of Canada Limited are used wherever weathering, corrosion or excessive moisture is a problem — as protection for roofs, structural steel and in water-proofing work.

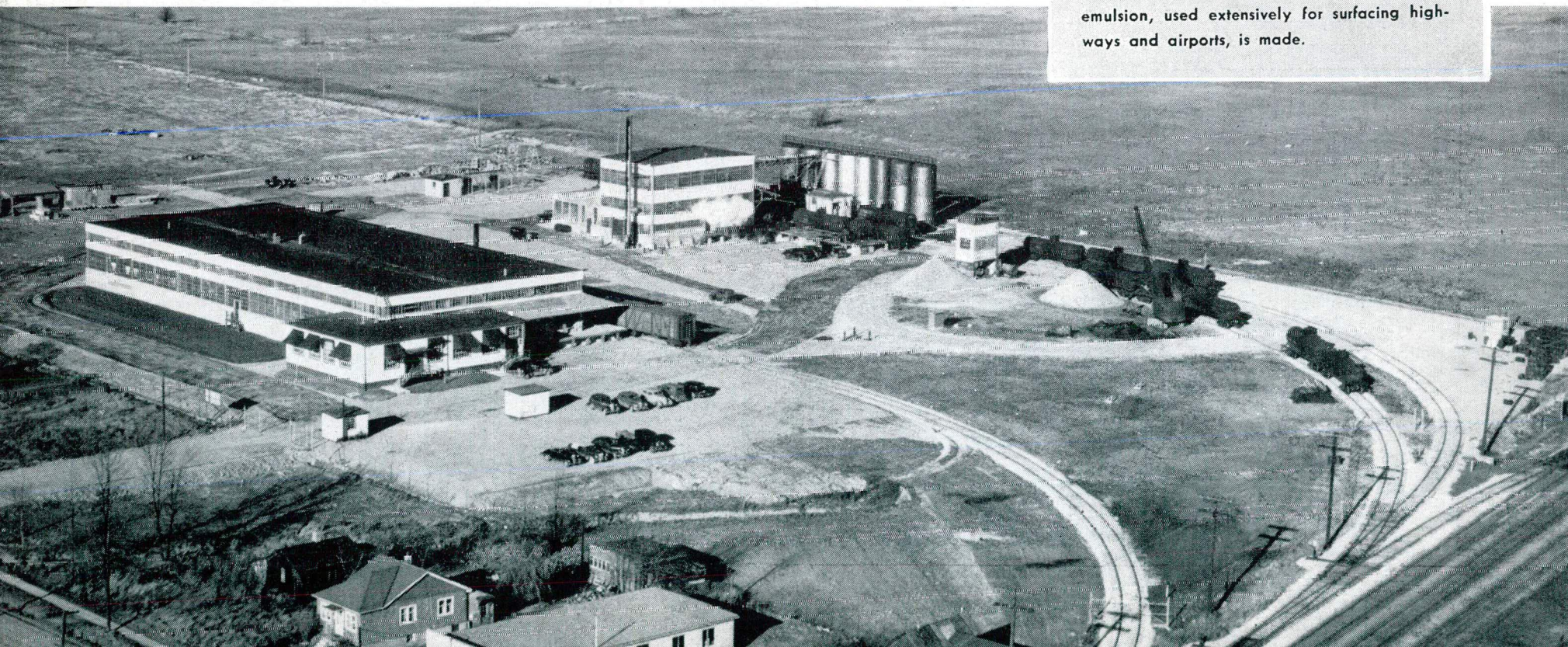
For surfacing highways, airport runways, driveways, parking areas and tennis courts, "COLAS", an emulsion of pure bitumen, also manufactured by the Flintkote Company of Canada Limited, has an international reputation.

Flintkote Tile-Tex, Tred-Tex and Flexachrome, the modern resilient floor coverings, are becoming increasingly popular both in new construction and for renovation. For factory areas subject

to heavy traffic, cold mastic floors made with Flintkote Asphalt Flooring Emulsions are the answer.

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On the left, in the photograph below, is the new Flintkote Tile Plant into which have been incorporated the latest methods and equipment for the manufacture of Tile-Tex, Tred-Tex, and Flexachrome. Behind this is the "COLAS" Plant where the widely accepted bituminous emulsion, used extensively for surfacing highways and airports, is made.



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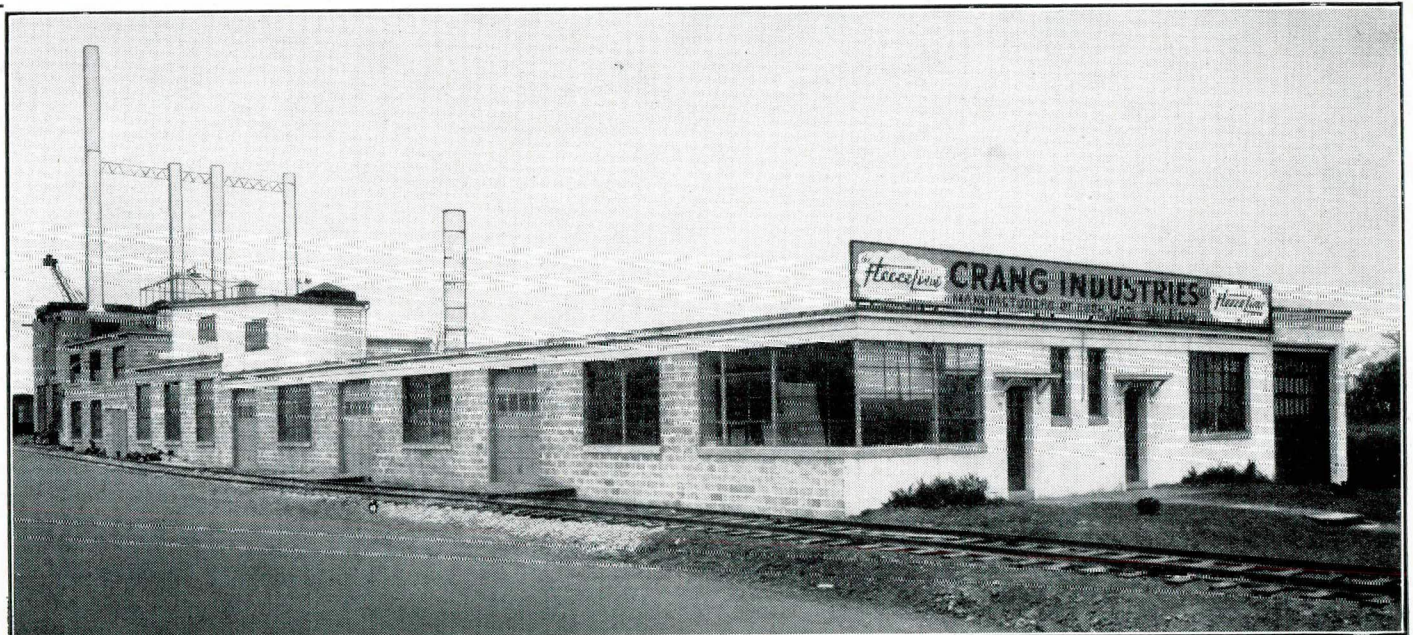
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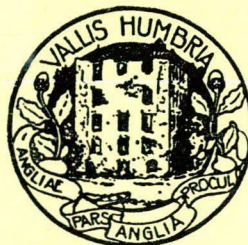
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It would be developed along a premeditated plan, this community — distinctive and apart from the routine business of subdividing and selling land — so that every house would be a home, something in life that really counted, for each man and his family.

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